# THE LITERARY DIGEST

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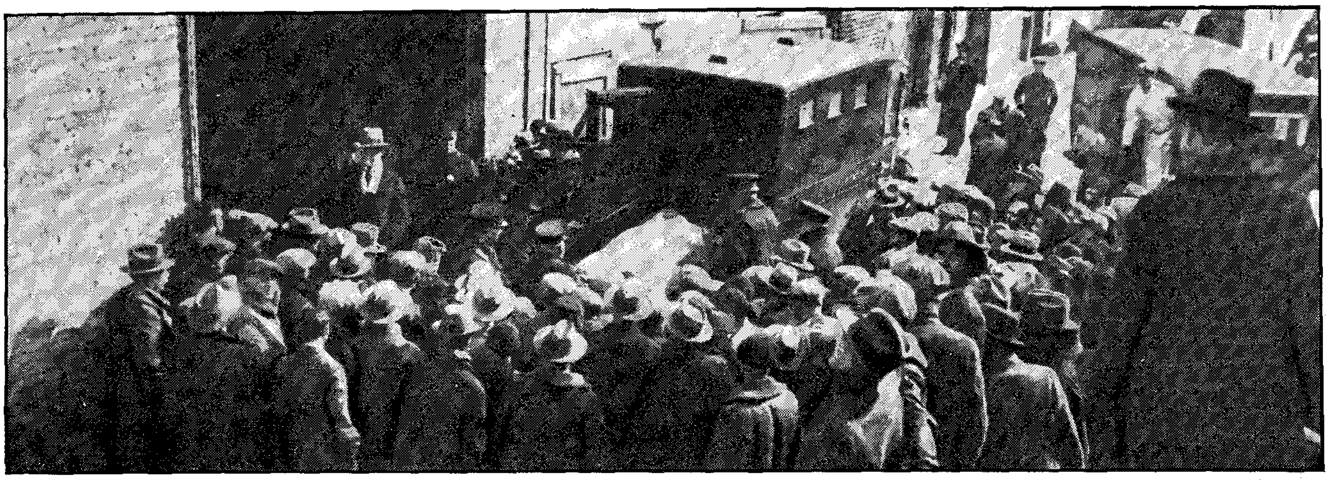
PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

Vol. C, No. 9 New York, March 2, 1929 Whole Number 2028

## TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)



International Newsreel photograph

REMOVING THE VICTIMS OF CHICAGO'S SAINT VALENTINE'S DAY GANG MASSACRE

This shows the rear of number 2122 North Clark Street, within which building seven supposed gangsters were lined up against the wall by members of another gang and riddled with machine-gun and revolver bullets. Six died on the spot. The seventh died in a hospital a few hours later with seven bullets in his body. The picture shows the removal of the bodies.

### THE CHICAGO "MASSACRE"

THE COLD-BLOODED MASSACRE of seven men in Chicago in broad daylight, presumably by members of a rival bootlegging gang, brings sharply home to the consciousness of the American people the development of conditions which, in the words of one Eastern editor, "are undermining the very foundations of our social order and creating an abyss into which our civilization may slip." For this wholesale murder in Chicago, the Boston *Globe* thinks, would not be so profoundly shocking and distressing "if there were not many reasons to believe that the rest of the United States is growing more like Chicago" in this matter of high-handed gang lawlessness. "That horrible thing in Chicago is not impossible in other cities. It is not impossible in Philadelphia," declares the Philadelphia *Record*, which points out that it is "a natural result of corrupt alliances between the underworld and the agencies of the law." "Criminal records, either in this country or abroad, have in them nothing more extraordinary, more unheard-of, than this execution of seven gangsters by a firing squad of rival criminals," remarks the Boston *Transcript*. "It is apparent to all thinking persons that crimes like this constitute the underworld's supreme defiance of society," says the New York *Sun*. "The crime of wholesale murder is fortunately peculiar to Chicago, but the conditions that produce it unhappily are not," remarks the Springfield (Mass.) *Union*, which goes on to say: "The recent slaughter of seven men there took place against a background that can be duplicated in almost every city of the country, an alliance of politics and crime. The problem is not merely Chicago's. It is also the problem of New York, of Boston, of Detroit, of St. Louis, of Kansas City, of every city in the country in which similar markets for the sale of alcoholic beverages are to be found." Editorial comments reveal two theories as to where the ultimate blame for this situation rests. Some say with the Prohibition law, which has created an enormously profitable market for illegal liquor; others say with that great body of otherwise law-abiding citizens who insist upon drinking alcoholic beverages in spite of that law.

The killings that evoked these moralizings occurred in a garage at 2122 North Clark Street, at about ten o'clock in the morning of February 14—St. Valentine's Day. According to circumstantial evidence, what happened seems to have been as follows: Five men pretending to be policemen, two of them wearing police uniforms, entered the garage where the seven were in conference, lined them up against the wall, and shot them to death with machine-guns and revolvers. The assassins then returned to their waiting automobile and drove away. Tho one of the seven victims lived for three hours after the shooting, and was conscious when found, he refused to make any statement or give any clue as to the identity of the slayers. In the news columns of the Chicago *Daily News* of February 15 we read:

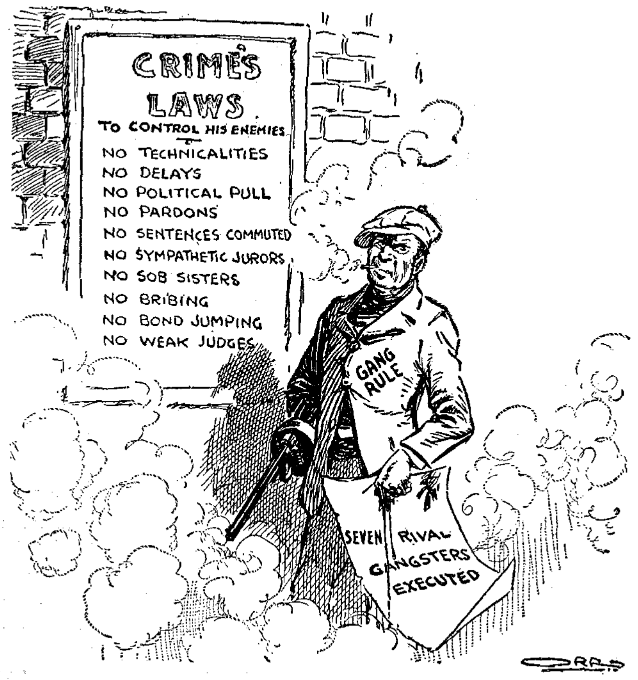
> "With no eye-witnesses yet found to the massacre, the police to-day were dependent upon two women for what meager descriptions of the slayers they have. The women gave detailed accounts of the departure of the assassins after they had left their dead victims in the garage.
>
> "Two of them wore police uniforms, and their car, of the same make as used by detective-bureau squads and even equipped with a gong, resembled in every way a police machine, they asserted.
>
> "Mrs. Jeanette Landesman, wife of an investigator for the city prosecutor's office, who lives at 2124 North Clark Street,

next door, shuddered as she recalled the rattle of machine-guns.

" 'I heard the rat-ta-ta-tat as I was ironing in the kitchen at the rear of the building,' she said. 'It's off a court and the sounds echoed. I was sure it was a machine-gun, and I ran to the front window and looked out. I saw a car looking just like one of the police-squad cars in front of the place, headed south on the west side of the street.

" 'I saw one man walk hurriedly from the front door of the garage across the sidewalk to the car.

" 'The car started up, but a south-bound street-car came along just then. The car stopt until the street-car passed and then it speeded up. It swooped around to the left of the street-car, passed it and then just shot south in Clark Street. I couldn't see it for more than about half a block down toward Center Street tho, and I don't know if it turned off Clark Street farther down or not.



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HE MAKES HIS OWN LAWS

—Orr in the Chicago *Tribune*.

" 'That man I saw wore a fedora hat and a dark overcoat. That's all I could be sure of.

" 'After I saw that I ran down-stairs to the front door. I tried to look into the garage, but the door was stuck. I got excited and ran back up-stairs. I told a couple of men about it and they told me to call the police. I did that, and when the first policeman arrived he got in and I followed him. One of the men was moaning a little but the six others were dead.'

"Mrs. Alphonsine Morin, who lives across the street from the garage at 2125 North Clark Street, assisted the investigators with her description of the escape of the killers.

" 'I was standing at my window looking out,' she said. 'I saw two men leave the garage with their hands in the air. Two men, who appeared to be in uniform, were close behind them, prodding them with revolvers. They all got into the car and drove south rapidly.'

"Mrs. Morin said one of the men who had his hands raised climbed into the front seat of the car."

In Chicago public opinion seems to be roused by this latest gang atrocity to a determination to find some effective way of meeting the challenge. State's Attorney John A. Swanson, elected on a pledge to break the alliance between crime and politics, warned the police that it was "easier to put a guilty policeman into prison than to put a gangster there"; and he called upon the law-enforcement officials of Chicago to "lock up the town and throw the key away"—in other words, to close and keep closed "from now on" every saloon, speak-easy, beer-flat and other disreputable resort in the city. In a statement to the press, as quoted in the Chicago *Daily News*, he said:

"The holocaust of horror visited upon this community yesterday is certain evidence that the means of criminal income still exists in this city and county. These means and sources of revenue must and will be stopt."

According to Police Commissioner William F. Russell, the St. Valentine's Day murders have sounded the knell of gang tyranny in Chicago. "The lid is on, and it is to stay on," he told the press; and he added that the new drive "against hoodlum hangouts" will last "as long as I am Commissioner of Police."

The aroused public demand for relentless war on the forces of lawlessness also found expression in statements given out by civic and business organizations. Thus the Chicago Association of Commerce, speaking in the name of "6,500 business and professional institutions and the law-abiding citizens of the city," called upon the city administration to clean up Chicago or let the United States Government do it—"if the facts are found to justify it, prompt application for effective cooperation with the law-enforcing agencies of the United States Government should be brought about."

Turning to the press of Chicago, we find the same determination exprest. "There must be no further temporizing with murder gangs," declares the Chicago *Daily News;* and it goes on to say:

"It is idle for the police to plead helplessness. For the shameful truth is known—not a few so-called guardians of law and order are in the pay of the professional criminals, who are shielded and protected also by politicians of certain types in and out of public office. Crime and general lawlessness long have flourished in Chicago and the chief cause of the discreditable situation is to be found in the City Hall and its affiliated agencies of unscrupulous spoilsmanship.

"The situation does not call for spectacular raids, senseless round-ups, noisy pronunciamentos or futile promises. It demands a radical change of policy sincerely and persistently applied. The lawbreaking plants of the hoodlums must be broken up. The police must perform this essential task soon or acknowledge a degree of stupidity and inefficiency that would justify the dismissal of their directing heads for incompetence. The public has tolerated calculated incapacity much too long."

It will not do to dismiss the North Clark Street killings as the fatal outcome of a feud between lawbreakers, and to content ourselves with the thought that the undesirables are killing themselves off, the Chicago *Evening Post* warns us, for—

"No civilized community can tolerate safely the growth of violence. The criminals who slay among themselves may become bold enough to unite their strength against society. In fact at times they do make society their target and they are in better practise for the job because of their gang conflicts."

"The butchering of seven men by open daylight attack" raises the test question for Chicago: "Is it helpless?" declares the Chicago *Tribune*. To quote this daily further:

"This is the culmination of the use of criminals by politicians and of politicians by criminals. This mutuality of service and profit made twins of politics and crime. The association was long undisturbed. In part it has been broken up, but the voters waited too long. It was too long before they perceived what was happening.

"Can the various authorities of the city break up these organizations? Can they penetrate into the headquarters of them and find the leaders and the agents? It is probable that there are few of the killers who are not known to the police of this and other cities. The reasons they would have for the murders are known or can be surmised. Arrests can be made. They are made. But can proof be brought in with them? The criminals believe that it can not be done or will not be done. They base their operations on confidence in the perfection of their methods of escape and concealment, or on confidence in their immunity."

The old alliance between politics and crime has become peculiarly powerful and dangerous since the adoption of national Prohibition, many observers point out. "Remove Prohibition and its attendant high prices for low-priced liquor, and these gang killings will cease, because they won't pay," says Chicago's Police Commissioner. And he adds, in an interview printed in the New York *American:*

"We had no such outrages as this 'massacre' before Prohibition. Don't misunderstand me—we had plenty of crime and, in those days, a lot more vice than we have to-day. But there was no crime, no vice in pre-Prohibition days that was worth a 'massacre.'

"In other words, prohibition prices have made crimes such as yesterday's worth the risk. No other crime—except, perhaps, dope smuggling and peddling—would be worth it."

"Prohibition finances crime," agrees the New York *Evening Post*, which goes on to say:

"Ever since Prohibition came in we have seen the old 'corner gangs' rise in power till they controlled cities or battled with each other for district liquor privileges that meant the income of many an ancient empire. Their wealth grew. They had influence in their neighborhood banks. They could buy and sell Aldermen and policemen. They could, in ordinary times, make and break city-wide elections. They could elect their own State's Attorneys, or even judges. And they could hire the most expensive legal talent to cheat, to delay, and to get them off.

"Under Prohibition, this development has come.

"Every theory which the Chicago police have concerning yesterday's cold-blooded murder of seven men runs directly back to Prohibition.

"Prohibition has financed crime.

"That fact should engage the serious attention of the investigating commission soon to be appointed by Mr. Hoover. Chicago, like the rest of us, wants an answer to the question: 'What are we going to do about it?'"

So, too, in the Springfield *Union* we read:

"What inspired the slaughter in Chicago is a market for liquor created by the Eighteenth Amendment. The market is enormously profitable. Otherwise law-abiding and law-respecting citizens are willing to pay exorbitant prices for beverages that have been denied to them by law. To supply the demand of this market is to reap great wealth. For the privilege of doing so criminal elements are willing to go to almost any extreme. They are willing first to engage in a very extensive illegal traffic, then to bribe officials in order to be safe in their conduct of it, and, finally, if necessary, to engage in murder to protect themselves against the competition of other groups in the same field. To supply the demand for liquor in such a city as Chicago is big business, in which a great deal of money and equipment is invested. If the investment is to be safe, bribery is and murder may be necessary.

"To denounce rotten political conditions as responsible for such crimes as took place in Chicago is to protest against a symptom, not a cause. Officialdom has doubtless been wretchedly corrupted in Chicago. Not only policemen but Aldermen and District Attorneys have been bribed into alliance with crime. But the reason for bribing them remains, that great, profitable market for liquor that was thrown open to criminals when it was taken out of the hands of licensed purveyors. As long as this remains, an incentive for bribery, corruption and gang murder will continue to exist, and such blood-curdling events as took place in Chicago on Thursday will continue to be a possibility. And this market will remain so long as the national policy toward the regulation of the sale of alcoholic beverages is guided by a fetish rather than by the facts."

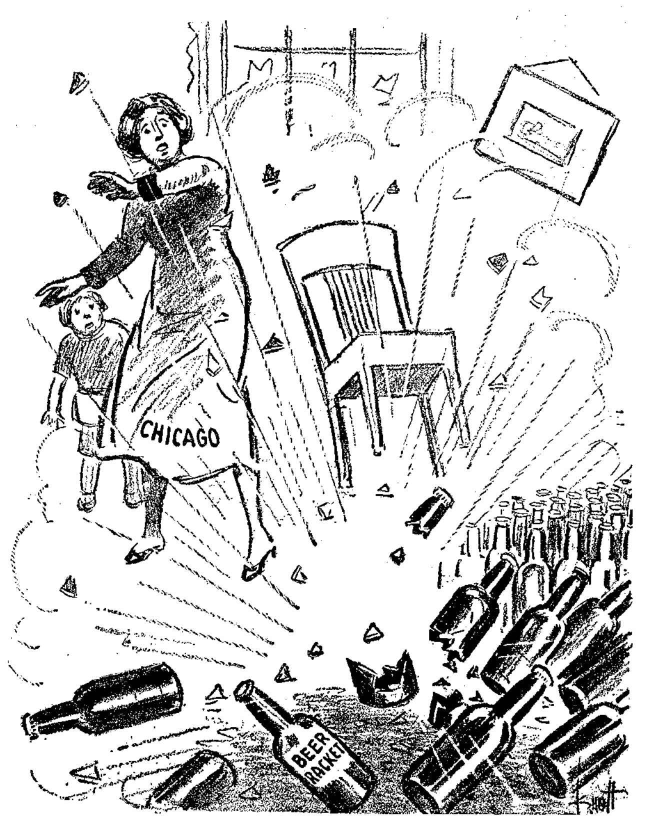
But other observers place the responsibility for such crimes as the St. Valentine's Day massacre, not on Prohibition, but on those citizens who drink bootleg liquor. "Before we can have any real solution of the crime problem in America, some millions of presumably respectable people must stop drinking bootleg liquor," declares the Detroit *Free Press;* and it continues:

"The professional criminal class of the United States is founded on and maintained by the contraband booze traffic. If that traffic should prove unprofitable, the worst single problem before the police unquestionably would evaporate. But as long as it remains a 'big business,' in which the demand for goods normally exceeds the supply, it is ironical to talk about 'controlling' crime. The most the authorities can do is to wage an uphill fight."

"I appeal to the reputable citizens of New York to cease their purchases of illegal liquors from bootleggers so that the pockets of criminals will not be so well filled with money," says Major Maurice Campbell, Prohibition Administrator for the New York district. After warning us that conditions here are not very different from those in Chicago, and that a similar massacre "may take place here in the very near future," Major Campbell says, as quoted in the New York *Sun:*

"It is time for the outstanding and leading citizens of this community to realize their responsibility in aiding and abetting crime by the purchase of illegal liquor from bootleggers and thereby supplying the criminal world with the necessary money to organize into powerful groups.

"It is clearly within the province of the people themselves to abolish the market for liquor and thus do away with the inducement to commit such murders as this in Chicago.



HOME-BREW

—Knott in the Dallas *News.*

"Irrespective of their views on Prohibition, it is time for the people to realize the consequences of their dealings with the criminal class in the purchase of illegal liquor. It is time for the people to rise up in arms in view of the present situation and insist upon a vigorous enforcement of all laws, a vigorous prosecution of all criminals, and an adequate sentence by the judiciary for all convicted offenders."

The New York *Times* quotes a similar appeal made from the pulpit by Dr. Christian F. Reisner, pastor of the Chelsea Methodist Episcopal Church, New York. Says Dr. Reisner:

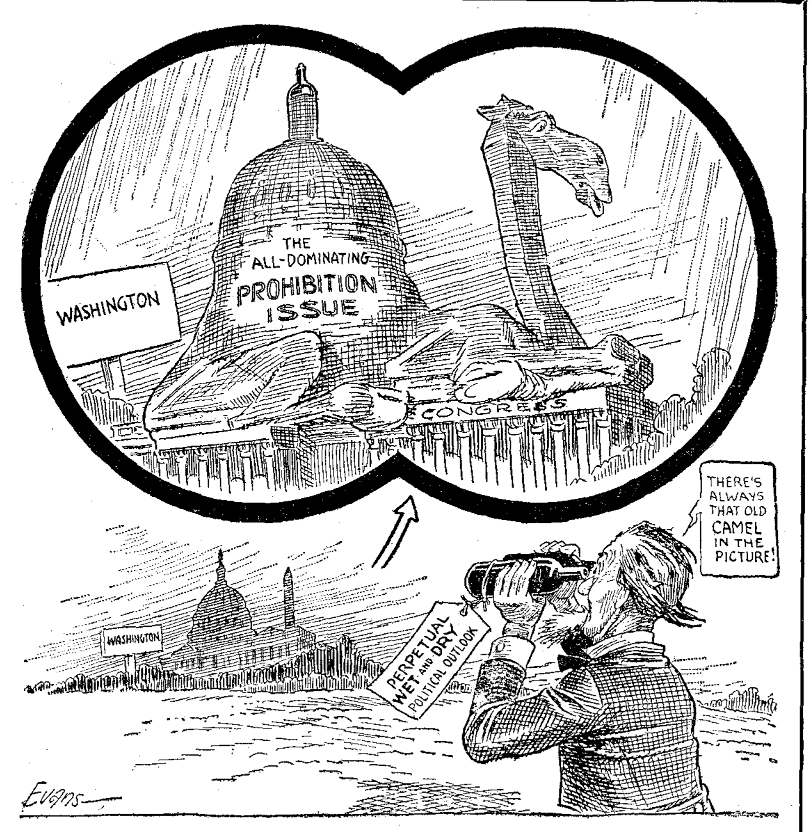
"In order that the rich may have free-will to drink, a system breeding racketeers is built up and is sustained by their patronage. Profits from the small amount the poor drink would starve out the gangsters in three months. Instead of shifting the blame on Prohibition, why do drinkers fail to have the courage to admit that if they quit drinking liquor the gangs would disappear as did big hats when style changed?

"Is the drinking indulged in by the rich worth all the crime and misery which the drinkers' habits, which they claim can be changed at will, entail? Will any newspaper dare cause drinkers to face the fact that they, and not Prohibition, are the cause of these murdering gangs? To put it bluntly, how long would these crimes continue if the rich quit drinking? Grant even that it is not innately wrong to drink, is the habit worth preserving by such lawlessness as these gangs create?"

# DRY VOTES IN WETTEST WASHINGTON

WETNESS AND WASHINGTON were joined together in the thought of the country a few days ago when, during a Sabbath pause in the lively Senatorial debate over increasing the punishment to be dealt out to Volstead Law violators, a Prohibitionist leader called the National capital a "Sodom of suds," and on Monday the renewed debate brought forth an oratorical duel between Senators Reed and Borah that reminded press correspondents of such famous historical clashes as that between Webster and Hayne. In this debate, by the way, the ease of obtaining intoxicants in Washington was again asserted. Then, after all the oratory and accusations, the Senate concluded by voting in approval of the increased penalties, 65 to 18. The Borah-Reed debate is spoken of in the dispatches as one "that should go thundering down the corridors of time." As the New York *Herald Tribune's* correspondent put it, Senator Reed spoke "as the champion of justice," Senator Borah "as the champion of law." The Washington *Post*, after reflecting on Reed's four-hour-long "scorching indictment of Volsteadism" and Borah's "most resounding defense," concludes that:

"They really never joined an issue—unless it was that Reed urged return to State control and Borah called that and all other proposals so far advanced unworkable. Borah conceded that enforcement was rife with fraud and bribery and corruption. Both spoke for observance of the law while it stands on the books."



WASHINGTON
THE ALL-DOMINATING PROHIBITION ISSUE
CONGRESS
THERE'S ALWAYS THAT OLD CAMEL IN THE PICTURE!
PERPETUAL WET AND DRY POLITICAL OUTLOOK
WASHINGTON
EVANS

PERHAPS IT'S DUE TO THE GLASSES

—Evans in the Columbus *Dispatch*.

Naturally, as far as this debate is concerned, the bulk of dry approval goes to the Senator from Idaho, as the wet cheers are raised for the Senator from Missouri. But there seems to be little difference of opinion over the allegations of excessive wetness in Washington made within and without the Senate Chamber. Not only do we find no denials, but some editors bring up corroborative testimony.

Clinton N. Howard is a veteran Prohibition worker and head of the National United Committee for Law Enforcement, representing a score of dry organizations, and he was speaking under the auspices of this committee in a Presbyterian church in Washington when he said in part, as quoted in a New York *Herald Tribune* dispatch:

"The capital city is seething in lawlessness and saturated with poison liquor, dispensed by bootleggers under various aliases, operating openly and sold in hundreds of places as sugar is sold in the grocery.

"At any time during the last seven years the President could have corrected these conditions in his national capital.

"One does not need a card of introduction or speak the shibboleth of the underworld to obtain admission or accommodation; all that is required is a thirst and the price. Anybody's money is good for rotten rum in Death Valley. Washington is a Sodom of suds, sold openly behind false fronts and fictitious names, containing from 4 to 60 per cent. of alcoholic poison, and in some cases so labeled."

Under-cover investigators sent out by Mr. Howard's committee reported, he continued, a list of "342 places in which the law is flagrantly and openly violated, and in which wine, gin, red liquor, corn or whisky is being sold and purchased by the drink and bottle, besides places selling bottled 'bay rum.'"

There are two other items in the Prohibition news, remarks *The Herald*, the Hearst morning paper in Washington, which throw added light on conditions:

"One of these recounts Judge Schuldt's census of liquor consumption in the district. This reveals that corn is the principal beverage hereabouts. In view of the fact that last year's investigation showed considerably more rye and gin imbibed, his conclusion is that there is certainly 'some enforcement' in the district. Now this prevalence of speak-easies described by Mr. Howard and the intimations of 'some enforcement' indicated by Judge Schuldt's poll are linked up very neatly in the second news item, a statement by the Church Temperance Society of the Episcopal clergy. After ten years of Prohibition, so-called, says this statement, the only accomplishments to which it can lay claim are the substitution of speak-easies for saloons, and of poison for alcohol."

That Washington "is a very wet city, possibly the wettest in America," is the conclusion of the Montgomery *Advertiser*, after reflecting over a recent article in *Collier's Weekly*, by Walter Davenport, who finds Washington "so wet that it squishes," and over similar discoveries by press investigators.

The Reed speech on Prohibition is called the swan song of the Missouri Senator. He began his speech on Saturday, the 16th, and finished it on Monday. At first it was hypocrisy that engaged the Senator's attention:

"The day will come when the man who votes for Prohibition but who himself violates the letter and spirit of the law will be held in that kind of contempt which ought to be visited upon the knavish hypocrite who masks himself behind pretended virtue and who seeks to hold office by virtue of his false pretense.

"The man who will vote to send his fellow man to jail for bringing him a drink of whisky is a knavish and contemptible coward."

Senator Reed told about the Democratic Convention in Houston, where it was spread broadcast "that the Democrats wanted to have a convention where everybody was as dry as the Sahara desert camel," and "then in the hotels everybody was informed the particular room where the liquor could be obtained." And the Senator did not confine himself to the Democrats—

"There was a convention held in Kansas City, where leading official Prohibitionists were paying the boys in hotels $7 and $8 and $9 and $10 a pint for a class of whisky that no respectable Missourian would ever think of drinking.

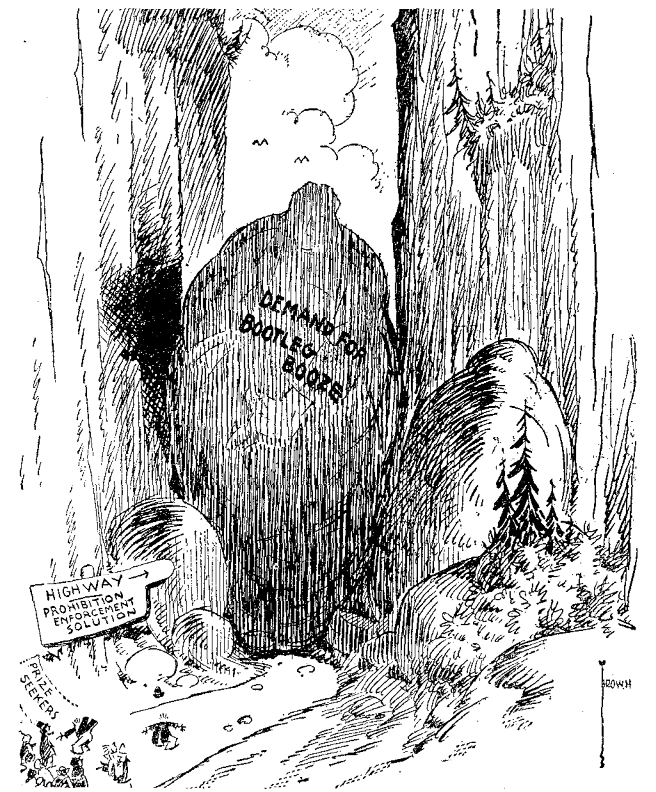
"Then these sniveling hypocrites adopt a plank in favor of Prohibition enforcement. I have sometimes been tempted to write a list of the names of the men who vote dry and drink wet. I do not know but I shall do it yet.

"There is not a man who has any sense and has looked about him but knows that in the city of Washington he can in an hour's time have delivered at his office or in his home enough whisky to entertain a body of Senatorial or Congressional friends, their wives and their sweethearts.

"To say that the law has ever been enforced is to stand in the face of the truth and to deliberately lie to the American people."

Only a few of the high lights of this long speech can be touched on. When the Senator began again on Monday he said he was only joking about telling the names of dry drinkers—"certainly I would not violate the confidence of my friends or the hospitality of my neighbors by ever telling anything about them when they were merely trying to get a bit of sunshine out of life." Mr. Reed accused Prohibitionists of substituting force for persuasion—"where once we sought to rescue the perishing we now send them to the penitentiary"; "we have abandoned the Bible, the prayer-book and the temperance tract for the lash, the prison, the pistol and the blood." Finally the speaker turned to the difficulty of enforcement, the thousands of stills, the huge sales of malt extracts for making home-brew, the enormous production of California grapes for wine-making, the universal display of flasks for sale, the advertisements of bottling and brewing devices—"we may laugh at these things; we may smile at them; we may rant and we may rave about them, but they are just cold facts. The law is not treated and can not be treated as laws against real crimes are treated."

Senator Borah followed, beginning with a strongly worded personal tribute to Senator Reed. He declared himself in full agreement with the Missourian's condemnation of "those who insist upon enacting such laws as this but who, nevertheless, live in violation of the law." But Mr. Borah does not agree with Senator Reed that Prohibition is a "crime":



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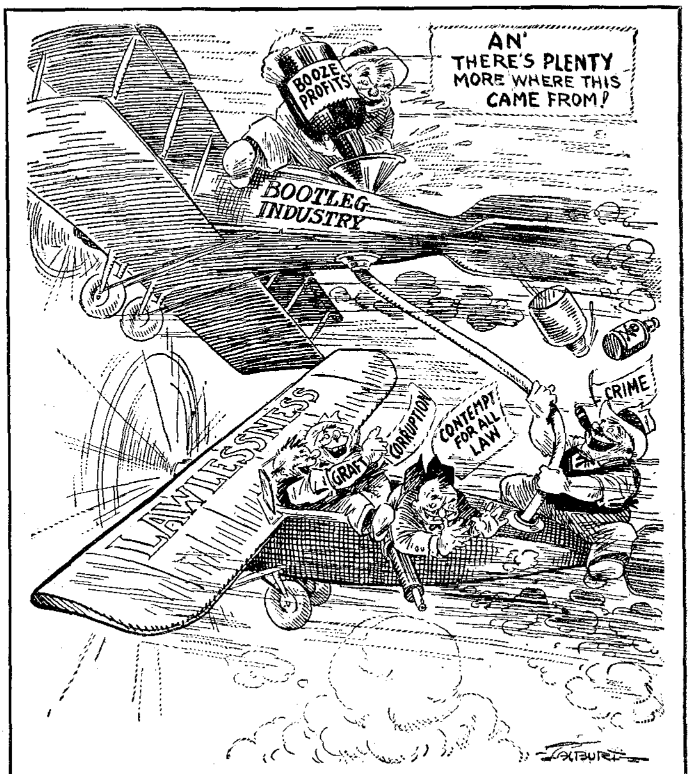
IF IT WASN'T FOR THAT BIG BOULDER

—Brown in the New York *Herald Tribune.*



SPEAKING OF SUSTAINED FLIGHTS

—Talburt in the Washington *Daily News.*

"The people of the United States were in sincerity struggling with that which was deemed to be one of the great evils of modern civilization.

"The object was an exalted one; the purpose embodied something of the ideal; possibly in the end it was impracticable.

"The fight against the liquor traffic is not for ten days or ten years it is an eternal fight, and only from step to step and from progressive acts can we ultimately determine how we shall ultimately deal with it.

"I am not committed to all opposition to the modification or even the repeal of the Eighteenth Amendment. I am not committed against the modification or even the repeal of the Volstead Law. I am only committed against the change, the repeal either of the amendment or of the law, so long as nothing better and more effective has been or can be presented.

"The question of enforcing it while it stands, of massing and crystallizing and organizing the moral sentiment of the country and the legal forces of the country to maintain your Constitution, presents a question infinitely more important to me than the question of liquor or no liquor."

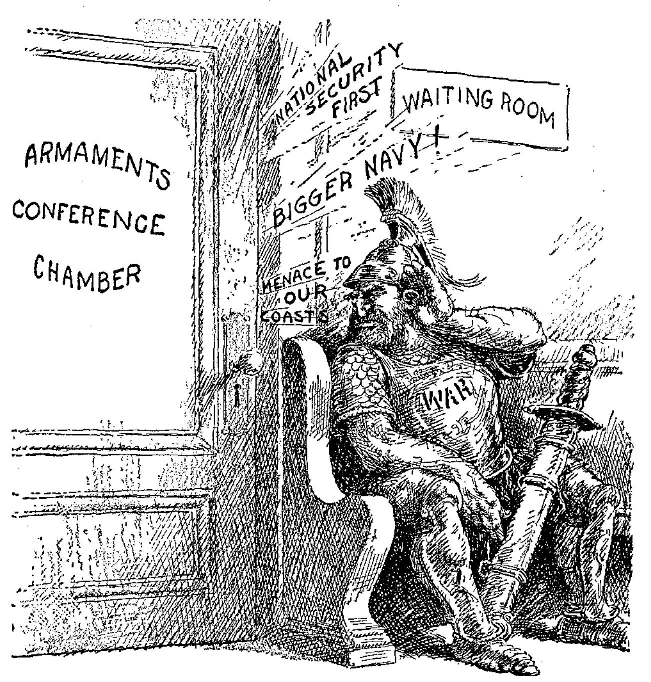
Senator Borah pointed out that it has always been difficult to enforce any kind of legislation restricting or regulating the liquor traffic, and also that there is a general disregard for law in this country as compared with others. Senator Reed had called for State control of liquor, which first brought from Mr. Borah a reference to increased drinking among young people:

"That is corrupting a class of young men, I say to you Prohibition friends, and I say it as solemnly as I have ever uttered anything in my life, it is corrupting a class that rarely was endangered or tainted in the past, and upon your souls and consciences the weight of the burden will rest."

In Senator Borah's judgment every one rejoices at the passing of the saloon and—"would they ever have closed the saloon by moral suasion?" In his opinion, if we go back to State control, "we shall inevitably go back to the saloon in some of the States." In the old days when some States were dry, "it was impossible to enforce the law with all the States whose people were engaged in the liquor business undertaking to break it down"—"I had rather undertake to deal with the liquor problem by the Government of the United States than having forty-eight States undertake to control four times forty-eight boundary lines."

# BRITAIN'S PEEK-A-BOO NAVAL TACTICS

THE NEWSPAPER-READING PUBLIC must have been mystified about the middle of February, when the British Ambassador to this country, a diplomat of forty years' experience, intimated that Great Britain might resume negotiations looking toward another naval arms-limitation conference, only to have the British Foreign Office issue an official statement "virtually repudiating that of their Ambassador," as one London correspondent puts it. To have Sir Esme Howard explain that his original statement was given out as his personal opinion, and that he was in no way speaking for his Government, adds further to the mystery and confusion resulting from the conflicting press statements. Nor is this air of mystery cleared by the reticence of Administration officials and representative Senators in Washington, who not only have withheld formal statements, but have made no effort to offset the impression that the Ambassador made his original announcement primarily for home consumption. "Indeed," says Theodore G. Joslin, Washington correspondent of the Boston *Transcript*, "the feeling in official, as well as unofficial circles, is that the Howard statement was a political gesture intended to sway the British electorate in the general election to be held next May."



THE LISTENER-IN
—Macauley in the Brooklyn *Eagle.*

The Conservative Government of Prime Minister Baldwin, explains the Washington *Post*, "is hard prest during the present campaign to account for its blunders at the Geneva Conference in 1927 and in the matter of the Anglo-French naval accord. Moreover, it is blamed for the misunderstanding that now exists between Great Britain and the United States." And, admits the London *Star*, "it certainly is difficult to reconcile the report that Great Britain will reopen negotiations for a new parley with the decision of the British Government, just made public, to proceed immediately with the construction of two cruisers. The most practical gesture Great Britain could have made would have been to postpone the building of these war vessels." This paper, which speaks for the Liberal party, believes Sir Esme Howard was "guilty of indiscretion" in giving out his statement, "but it was the sort of indiscretion that serves a good purpose." To quote the British Ambassador's statement in full:

"There would seem to be every reason to believe that now that the fifteen-cruiser bill has become law, a further effort before long will be made to reach an agreement between the principal naval Powers of the world for the limitation of naval armaments. As long as that bill was under discussion, any proposal to renew conversations on this vital subject would have been interpreted in the United States of America as an attempt to interfere with the passage of the bill.

"By its passage, the ground is cleared, and any discussions that take place will certainly proceed on the assumption that these ships will be built. The English elections, which will take place this summer, may, however, postpone any discussion of this kind for some months longer.

"The disarmament clauses of the Versailles Treaty make it practically imperative for all signatories of that treaty that further efforts be made toward the restriction of armaments. The United States has hitherto shown itself favorable to the idea of continuing negotiations for an agreement in this sense.

"It would therefore seem that everything points toward an early resumption of negotiations, and, with a far better understanding of the needs of the respective parties than existed at Geneva in 1927, there should be a very good prospect of their being brought to a satisfactory conclusion."

The British Foreign Office's reply, as summarized in London dispatches, was that Great Britain has no intention of calling a naval-limitation conference either now or in the near future; that it had not yet decided upon the course of action that Sir Esme attributed to it. And, notes the Brooklyn *Eagle:*

"While this may be considered a rebuke to the Ambassador for talking out of turn, it is not exactly a repudiation of what he said. The present government in Great Britain is facing a general election. It has lost a number of by-elections. It is encountering much hostile criticism in the press and elsewhere, first because of the failure of the Geneva Conference in 1927, and again because of the Anglo-French compact, which deeply ruffled American feelings and invited almost universal condemnation in Great Britain itself. The Government may retain power in the election test, but its prospects at this moment are not highly encouraging. Therefore, Sir Austen Chamberlain's cue, as a spokesman for the Baldwin Ministry, is to speak sympathetically when the subject of an Anglo-American agreement is broached, without definitely committing the Government to any specific line of action while its fate hangs in the balance.

"There is, however, no doubt that, following the British elections, the Government, whether it be Conservative, Labor, or a coalition of some sort, will move in the direction of another conference with the United States. If Mr. Baldwin should go out and Mr. MacDonald come in, the leader of the Labor party may be counted upon to press the naval conference idea. He has vigorously attacked the course of the Government in regard to Anglo-American relations. He feels that those relations have become strained through lack of foresight and understanding, and in this view he has the support of many people who are not politically associated with him or with his party.

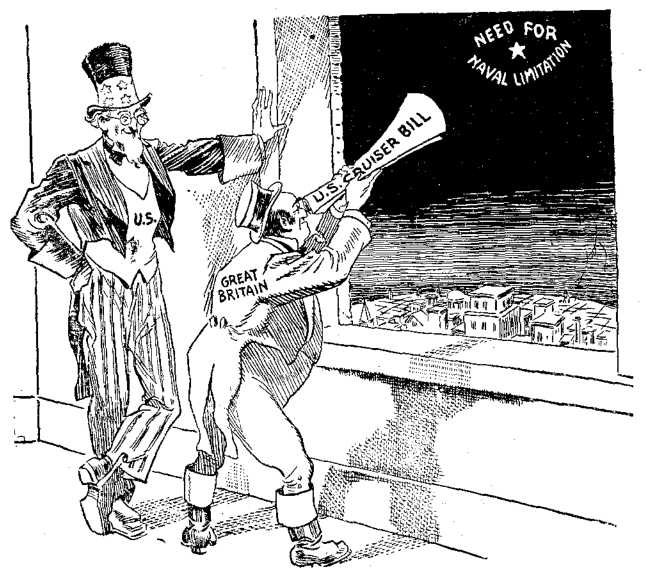
"Sir Esme Howard may have spoken hastily and without authority. He stands rebuked. But the principle to which he committed himself without committing his Government is fortunately a popular one in Great Britain."

In fact, maintains the New York *Telegram* and other newspapers of the Scripps-Howard chain:

"Sir Esme Howard's feeler for new naval-limitation negotiations with the United States will be welcomed by friends of peace everywhere. There can be no stable world peace without reconciliation of the present Anglo-American disputes. Hence the importance of the official statement.

"Certain critics look with suspicion on this latest move by the British Ambassador. One American group sees in it an attempt to influence Congress to postpone the fifteen-cruiser building program for one year. Without specific information regarding motives of the London government, we prefer to believe that it is actuated solely by a desire for better Anglo-American relations and for the consequent advantage to British prosperity and peace.

"But, just as it is desirable that both governments begin planning at this time for another conference, it is equally desirable that no conference be attempted this spring or



JOHN BULL: "OH YES, I SEE IT NOW!"

—Doyle in the Philadelphia *Record.*

summer. The disagreeable truth is that Anglo-American relations can not stand many more failures such as the Geneva Conference. Better no conference at all than another break.

"Any conference in which Britain is represented by the rule-or-ruin policy of the British Admiralty will not only crash, but will give to American militarists a power over future American policy which they do not now possess.

"With Hoover not yet in office, and a new British government due this summer, this was not an auspicious moment to put out a naval-conference feeler. Nevertheless the Howard statement was carefully enough worded that it might have contributed to the general desire for a conference as soon as practicable. The British Government, by a statement repudiating the first, has made a bad matter incalculably worse, opening itself to the charge of further blocking disarmament negotiations. The only hope now is for a new British Government, armed with a popular mandate sufficiently strong to reduce the Admiralty to a mere advisory capacity at the next naval conference. There can be no doubt that the British public and the press as a whole have reacted sharply against the Admiralty policy at Geneva and the Anglo-French deal, and reacted sharply in favor of a friendly agreement with the United States."

Of Sir Esme Howard's bid for a conference, Henry Suydam, Washington correspondent of the Brooklyn *Eagle*, says:

"Apart from its value to the present British Government for home consumption in the forthcoming campaign, the move is considered primarily an attempt to hold up an American invitation to confer on the freedom of the seas.

"It is apparent that there are two developments which the present British Government does not desire—first, mathematical parity between the British and American navies; and second, codification of maritime law which would restrict British interference with neutral commerce in war-time. The present move is regarded as directed toward the avoidance of these two developments.

"The immediate motive of the British Government is to hold off Herbert Hoover from calling a conference on the freedom of the seas during the next few months. According to all accounts, the Senate amendment to the cruiser bill requesting the President to conclude treaties on the freedom of the seas has made a deep and painful impression in England."

The Baltimore *Sun*, on the other hand, grows rather impatient over what it characterizes as "an excess of shrewdness in Washington in connection with the British Ambassador's statement." Continues the Baltimore paper:

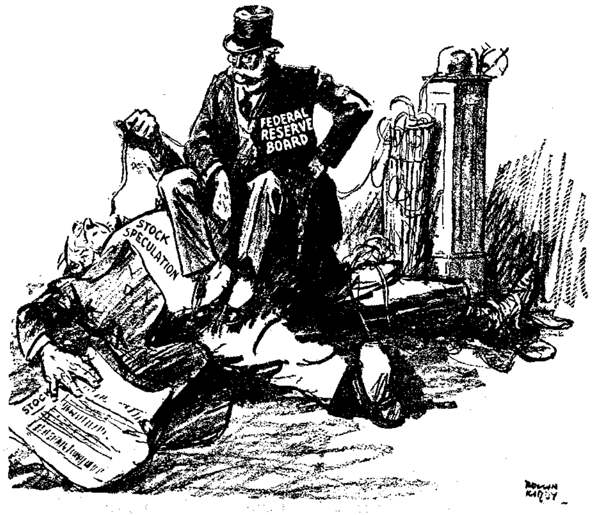
"In all probability it is entirely true that this latest British move for agreement is related to their oncoming election, but it is silly to see that and nothing else. Prime Minister Baldwin is an honorable man, and it is putting it on a bit thick to suppose that he would play a cheap political trick by raising this question and then dropping it the moment his partizan ends had been served. We might remember that Mr. Baldwin is not unmindful of his own place in men's regard and in history. And, in passing, we might also remember that some observers in Europe charged the negotiation of the Kellogg pact to politics in a Presidential year, and the mixture of amusement and contempt with which that shrewdness was regarded by informed men on this side. Again, if we are going to be really shrewd, we might remember that, assuming the British move to be dictated by politics, it proves the existence of a powerful public sentiment in Britain for naval agreement, and that is not to be discounted before or after elections.

"Let us try to get rid of this notion, so prevalent in Washington, that politically and diplomatically we are an inferior people with more money than brains, and must be publicly biting every coin offered us to make sure that it is not counterfeit. Let us try to look at this British move with a calm and unjaundiced eye. It will pay our statesmen to note two perfectly clear facts in Britain. One is that the Admiralty and its following, in accordance with their ancient traditions and policies, are struggling to keep ahead of us. The other is that great masses of liberal-minded men and women, in every party, are struggling to have a sound understanding with us in all matters. And, again, let our statesmen open their eyes to the significant fact that time and again in League of Nations affairs British statesmen have refused to assume commitments, for example, the Geneva protocol, because it might some day embroil them with us."

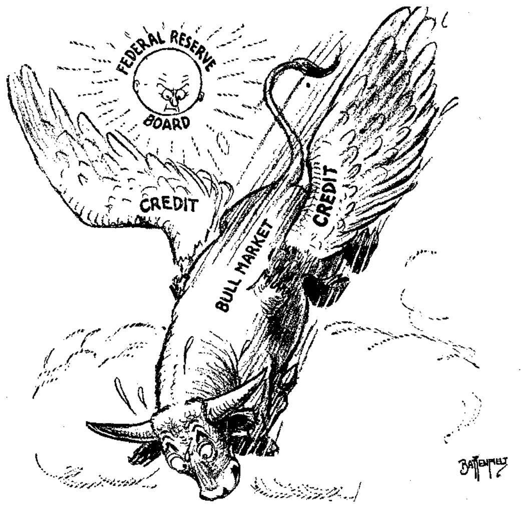
## CAN YOU ANSWER THESE?

*Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.*

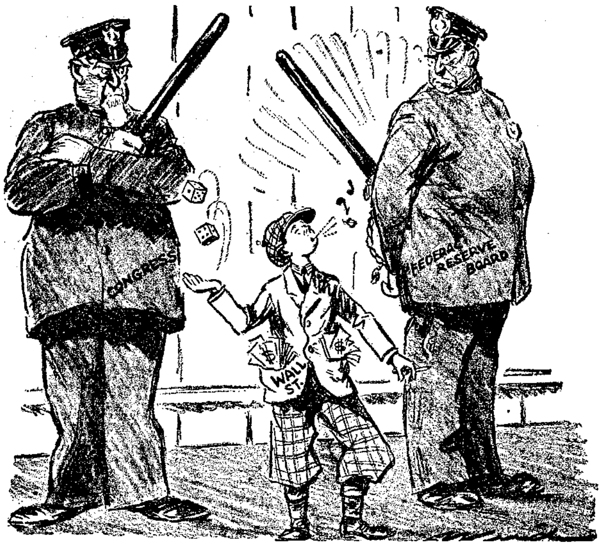
1. Are there any negro Jews? (p. 27).
2. Does a President of the United States risk becoming opinionated? (p. 19).
3. What was Steinmetz's student nickname? (p. 53).
4. How many employees resigned from the State Department in 1927-28? (p. 14).
5. Is absolute zero a practical condition? (p. 34).
6. How many "marriage-market towns" in the United States are making money from hasty weddings? (p. 25).
7. Would an independent India be more Indian? (p. 20).
8. How many tons of cotton-seed hulls are produced by America's annual cotton crop? (p. 68).
9. How old was Lily Langtry when she first became famous as a beauty? (p. 38).
10. How far away is Betelgeuse? (p. 31).
11. Is Trotzky a failure? (p. 16).
12. What would be the approximate length of a motor road from Laredo, Texas, to Panama? (p. 64).
13. About how many buses were operated in 1928? (p. 13).
14. What may become "the oil-well of Florida"? (p. 32).
15. How sweet are corn-cobs? (p. 34).
16. What are the practical effects of Kismet and Karma? (p. 26).
17. What remains of Russia's revolutionary idea? (p. 16).
18. What will be the approximate wing-spread of the planes used by Transcontinental Air Transport in its cross-country air-rail line? (p. 54).
19. Who were the two American rival beauties to Langtry? (p. 38).
20. What are some of the defects of foster-parents? (p. 32).
21. How much is to be spent annually in Mississippi flood-control? (p. 34).
22. Why try to Christianize peoples now perfectly contented with paganism? (p. 26).
23. How does German opinion of sea-power concern the American people? (p. 18).
24. What airplane landing field is preparing for giant planes that have not even been planned yet? (p. 57).
25. What is the difference between Newton's and Einstein's theory of attraction? (p. 30).


FEDERAL RESERVE BOARD
STOCK SPECULATION
STOCK
ROLLIN KIRBY

EXERCISING A CONSERVATIVE INFLUENCE
—Kirby in the New York *World.*


FEDERAL RESERVE BOARD
CREDIT
CREDIT
BULL MARKET
BATTENFIELD

ICARUS UP TO DATE
Whenever he flies too high the sun melts off his wings.
—Battenfield in the Chicago *Journal.*


CONGRESS
FEDERAL RESERVE BOARD
WALL ST.

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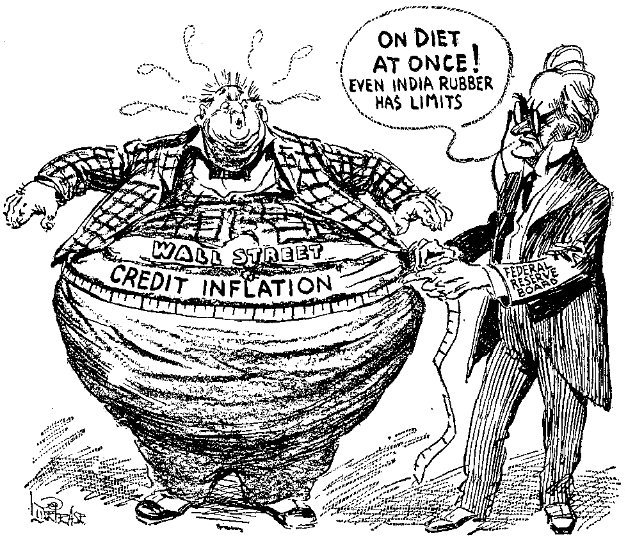
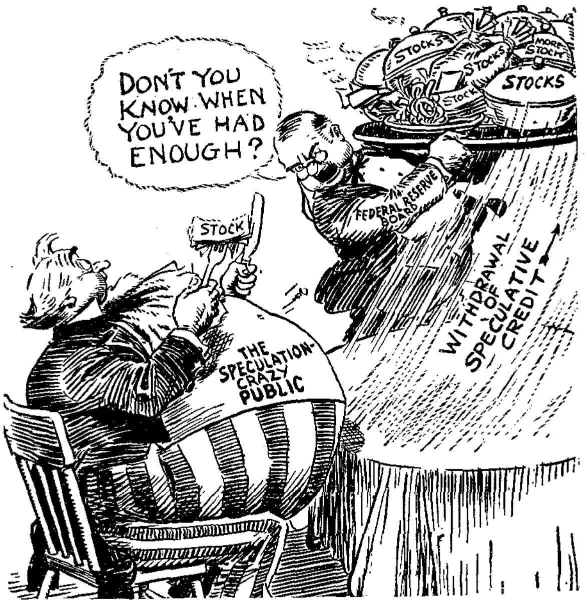
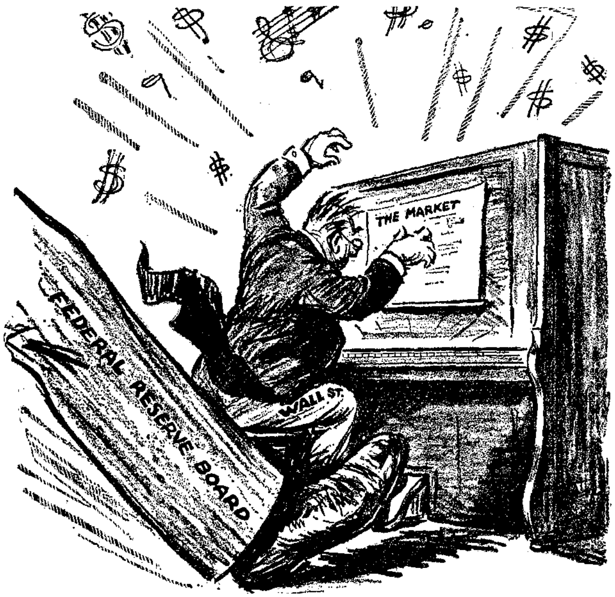
STILL WHISTLIN'!
—Weed in the New York *Evening World.*


ON DIET AT ONCE! EVEN INDIA RUBBER HAS LIMITS
WALL STREET
CREDIT INFLATION
FEDERAL RESERVE BOARD
PEASE

WARNED
—Pease in the Newark *News.*


DON'T YOU KNOW WHEN YOU'VE HAD ENOUGH?
STOCKS
STOCKS
MORE STOCKS
STOCKS
STOCKS
FEDERAL RESERVE BOARD
STOCK
THE SPECULATION-CRAZY PUBLIC
WITHDRAWAL OF SPECULATIVE CREDIT

SOMEBODY HAD TO SAVE HIM FROM HIMSELF!
—Gale in the Los Angeles *Times.*


THE MARKET
FEDERAL RESERVE BOARD
WALL ST.

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SOFT PEDAL!
—Weed in the New York *Evening World.*

CARTOON SPECULATIONS ON CURBING SPECULATION

## TO REGULATE THE RAILROADS' RIVALS

THERE WERE 3,000,000,000 BUS PASSENGERS in the United States last year, who paid for this mode of travel some $350,000,000, or about a million dollars a day. Such a transportation industry as this represents, with an army of 92,000 buses, in the opinion of the Detroit *News*, can not long remain unregulated by the Government. In fact, Congress is reported to be seriously considering action that will provide for joint Federal and State regulation of interstate bus service. "As these huge passenger-carrying affairs compete directly with the railroads, Congress inclines to the view that all carriers in interstate business should have uniform supervision," explains the Columbus *Ohio State Journal*. Bus travel, at present, amounts to about 5,000,000 miles a day, observes the Syracuse *Post-Standard*, and it is estimated that the interstate routes carry perhaps half the traffic. Hence the talk of government regulation.

"Almost every State in the Union has some form of motor-coach supervision," points out the *Railway Age* (New York), "so the proposal for Federal regulation is nothing radical." Nor, we might add, has the prospect descended suddenly upon the bus operators; for several sessions past Congress has had before it legislation for Federal regulation of interstate bus traffic. The latest bill is that of Representative Parker, of New York, chairman of the House Committee on Interstate and Foreign Commerce, which, says the *Railway Age*, was drafted after a conference in Washington attended by representatives of the railways, automobile associations, motor-coach operators, State regulatory commissions, and bus manufacturers. According to the New York *Journal of Commerce:*

"Under the provisions of the Parker bill, every bus line would be required to obtain a license from a State board or a joint board representing the interested States. The latter would be given authority to specify routes, impose reasonable terms, regulations, etc., upon the bus carriers. Fare regulation similar to that exercised by the Interstate Commerce Commission over the railroads would also be extended to interstate bus lines, but the responsibility for enforcement would be delegated, if desired, to State commissions, leaving the Interstate Commerce Commission to handle appeals or to act in case local authorities proved unwilling to do so.

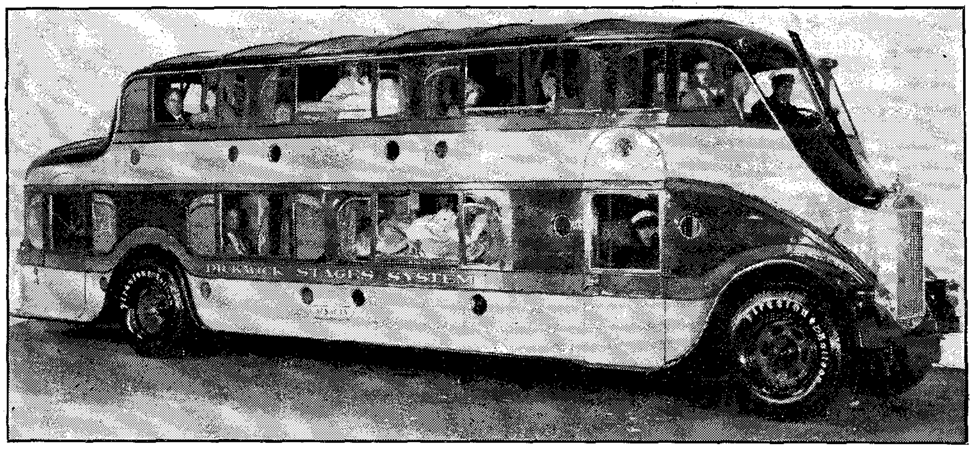
"This rather unusual attempt to make the States joint agencies for the execution of Federal control policies might or might not prove feasible. Considering the results of Federal attempts to enlist the cooperation of the States in enforcing Prohibition laws, and the legal tangles that have arisen from divided authority, misgivings on this score will undoubtedly arise. Joint boards would add still further to the difficulties. Beyond question, however, is the need for regulatory action of some sort, while the effort to combine Federal and State regulation reflects a conviction that State governments are best fitted to cope with many of the distinctly local problems presented by bus lines. Unfortunately, the severe restrictions upon the power of the States to interfere with interstate commerce leaves them relatively helpless in default of positive Federal legislation.

"The States are powerless to pass laws which would restrict competition between interstate bus lines, or attempt to regulate their fares or services. The result is to encourage the crossing of State boundaries as a means of eluding local regulations. Thus the history of bus regulation seems destined to follow that of the railroads, which also went through a period when, having outgrown State boundaries, they nevertheless were free from Federal regulation.

"In view of the rapid growth of motor-bus lines and the evils that have resulted from uneconomic and often dishonest methods of competition, the Government ought to act promptly."

The greater part of the loss in railway passenger traffic since 1920, we are reminded by the Utica *Press*, has been due to the private automobile, "but railway executives attribute from 10 to 50 per cent. of the decline in their passenger revenues to the inroads of the motor-bus." And, observes *The Ohio State Journal*, "since motor-bus lines give every evidence of stability, and may be expected to remain as a factor in the transportation industry, their status and activities might as well be fixt by Congress now." According to the St. Paul *Pioneer Press:*

"The motor-bus in recent years has grown more rapidly than any other vehicle as a factor in commercial transportation. The rate of increase in bus transportation has exceeded even the growth of airplane transportation. Since 1920, expansion has been more rapid in the motor-bus than in the motor-truck operation industry. The number of buses has increased from 15,000 in 1920 to about 90,000 in 1928, and the mileage of their routes now comprises a transportation system of 270,000 miles, which is greater than the extent of railroad lines in the United States. This growth has come partly at the expense of the railroads, whose annual passenger revenue has declined $300,000,000 since 1920.



Courtesy of the Copper and Brass Research Association

ONE OF THE LATEST RIVALS OF THE RAILROADS

This motor-coach, equipped with sleeping accommodations and all the comforts of a Pullman car, operates on the Pacific Coast. A description of the vehicle was printed in the Motoring and Aviation Department of THE DIGEST, on October 13, 1928.

"Only partial regulation now can be imposed upon this interstate traffic. Control by the States has been greatly limited by a series of United States Supreme Court decisions. The courts have defined the sphere for State and for Federal regulation. But since no machinery has been set up by Congress to exercise powers reserved to the Government, this control is escaped. For example, a bus company may be given a license in Wisconsin to operate into and across Minnesota. It does not need the certificate of convenience and necessity required of bus operators within Minnesota, and Minnesota can not prevent its operations or regulate its rates, because that would be interference with interstate commerce. Neither is there any Federal body to prevent operation of superfluous or needless bus lines or to regulate their service and rates."

*The Manufacturers' Record*, of Baltimore, tells us that—

"Established motor-bus routes in the United States now cover more than twice the mileage of steam and electric rail-lines combined. In the space of a few years the bus has become one of the country's major transportation facilities. One may now travel across the continent by motor-coach—from Maine to San Francisco or from Spokane to the Florida Keys.

"Electric railways in 1928 ran approximately 9,000 buses—more than twice as many as in 1926—and carried more than 1,000,000,000 passengers. Seven years ago 16 electric railways had 73 buses.

"Of the 367 electric railway companies now operating buses, 49 operate 264 buses in localities where electric service has been entirely abandoned. In addition, 237 electric railway companies already have substituted buses for 3,020 miles of track.

"At the beginning of 1928 a total of 44,486 buses were being used in the nation's common carrier service; 35,876 coaches were carrying school children.

"The total investment in bus-line rolling stock, terminals, garages, and other facilities amounts to about $500,000,000. Motor-bus operators in 1927 paid taxes of $16,000,000.

"Sightseeing and tourist buses have more than doubled in the last two years, with nearly 3,500 in operation—about 400 in New York City, and more than 600 in the National Parks."

While the Federal regulation of buses may be ever so desirable, as a means of protecting the traveling public, the adherents of States' rights in Congress are said to view the Parker bill without enthusiasm. To quote the St. Paul paper:

"They point out that Federal control of railroads also had modest beginnings, but now has been extended almost to the practical extinction of State control. They declare that enactment of this bill would restrict State authority, which now is exercised in lieu of Federal regulation. They see this measure as the opening wedge for Federal regulation of automobile traffic which, once started, will be extended to nobody can foresee what lengths. Doubts are also raised about the constitutionality of the bill, which would delegate Federal powers to State officials."

## STARVATION IN OUR STATE DEPARTMENT

A SAD, SAD PICTURE is now given us of the starving condition of that great department of our Government which is supposed to represent to foreign peoples the richest nation on the globe. America, overflowing with prosperity, entrusts her interests abroad, it seems, to men who can hold their posts only at great personal sacrifice or by pinching penury. To arrive "in state" used to mean something very gorgeous, but to arrive in the State Department is now pictured as something quite the opposite. "What is wrong with our State Department?" is a head-line in *The New Republic*. Everything—at least so one gathers from a perusal of the report of the Foreign Policy Association, made after a survey lasting more than a year. "That a drastic reorganization is necessary will be apparent to any one who reads the report," believes the New York *Times*. The immediate need, agrees the New York *Evening Post*, "is a thorough house-cleaning." Salaries are so inadequate, says the Boston *Transcript*, that during 1927-28 the Department of State lost 23 per cent. of its staff by resignation; "a turnover which would seriously handicap a commercial business." "Congress has been niggardly with the Department, and the Bureau of the Budget has so pared down the estimates that the executive operations of both the field force and the Washington staff have been greatly hampered," adds the Philadelphia *Inquirer*. A visit by the Prince of Wales seems to be in order, after he concludes his tour of the distrest areas in Great Britain. As Raymond Leslie Buell, Research Director of the Foreign Policy Association, points out in a New York *Herald Tribune* article based partly on the Association's report:

"The American people spend each year about $15,000,000 on the Department and the Foreign Service, together with all non-operating expenses. From this sum should be deducted receipts in the way of fees collected by Consular officers for services and from passports, totaling between $7,000,000 and $8,000,000. The American people thus spend upon the State Department and the Foreign Service a net sum of about $7,000,000, in comparison with $58,000,000 spent upon the Department of Commerce, $349,000,000 on the Navy Department, and about $154,000,000 on the Department of Agriculture.

"A few months ago the State Department asked for an increase of $3,000,000 in its appropriation for 1930, but only $250,000 was allowed by the Budget Bureau. At the present time the State Department is suffering from underappropriation, inadequate personnel, and maladministration. Because of lack of funds the Department is unable to make desirable appointments.

"Unable to fill vacancies in the Department with new officials, the Secretary of State has been obliged to bring back to the Department men from the field. Even if the foreign-service official should prove to have superior merits, he can not remain in Washington more than four years. Regardless of his particular flair for State Department work, he must return to the field. This also means that there is a constant turnover and instability in policy.

"Another disadvantage of employing foreign-service officials in Washington is that, as a rule, they receive higher salaries than State Department officers. There have been cases where the assistant in a division, a foreign-service officer, has received a larger salary than the head of the division, a State Department official.

"Many other departments in Washington are staffed with an imposing array of experts. There are economists and financial experts galore in the Department of Commerce and in the Treasury; there are scientists of all description in the Department of Agriculture. But in the State Department the expert element is weak.

"In 1924 Congress passed the Rogers Act, which attempted to create a Foreign Service in which picked men could spend a career. This act combined the consular and diplomatic services. Some of us assumed that the passage of the Rogers Act in 1924 had met the needs of the State Department. But, as a matter of fact, the Rogers Act had nothing to do with the State Department, which is entirely separate from the Foreign Service. The State Department forms part of the general executive establishment in Washington, while the Foreign Service rests upon a special act of Congress.

"While undoubtedly the Rogers Act has brought about improvement in our Foreign Service, many criticisms are still made. Perhaps the strongest criticism has been that the board of examiners, in passing candidates, has favored an exclusive social group without adequate consideration of the intellectual merit of the candidates.

"As a result of this state of affairs—of inadequate funds for increased salaries and for new appointments, of inequality between foreign-service personnel and State Department officers, and this lack of any system of appointment and promotion, and general maladministration—the morale of the Department has been severely shaken.

"The solution is twofold: First, increase salaries in the State Department so they will approximate salaries in the Foreign Service. Second, abolish the four-year time limit upon the service of foreign-service officials in Washington. In the case of a highly responsible position, such as a division chief, a foreign-service officer should not be brought home simply because there is a vacancy, but only because he is the best available man anywhere for the post. And then, if he makes good, he should be allowed to remain."

In the opinion of William T. Stone, author of the Foreign Policy Association's report:

"The State Department has not undertaken a thoroughgoing survey of its needs in recent years or come forward with a general plan embodying its own ideas with regard to reorganization. It has not placed the full responsibility for the administration of the Department and the Foreign Service as a whole in the hands of any single officer of high rank. As a result, administrative reforms have been neglected and the Department has not taken the initiative in bringing about its own internal reorganization."

"The Stone report is a useful document," believes the New York *World*, and the Association, declares the Cincinnati *Times-Star*, "has thus performed a public service in thus presenting the facts and assisting in enlightening the public." To quote again from *The New Republic:*

"What appears to be most needed in the State Department is a thorough house-cleaning and an intelligent approach to the problem of organization. It has not been thoroughly overhauled in the past hundred years; methods and machinery are rusty, and its equipment quite inadequate to meet the needs of modern diplomacy.

"The State Department itself apparently acknowledges that all is not as it should be. According to its own spokesmen, however, the Department's greatest ills are due to lack of funds. Secretary Kellogg recently told Congress that the Department did not have nearly enough money to function as it should."

# TOPICS IN BRIEF

*(An extension of this department appears weekly on the screen as "Fun from the Press")*

A boost is good for everything but taxes.—*Virginian-Pilot.*

And now the "Lone Eagle" line is merely a matter of record. —*Boston Herald.*

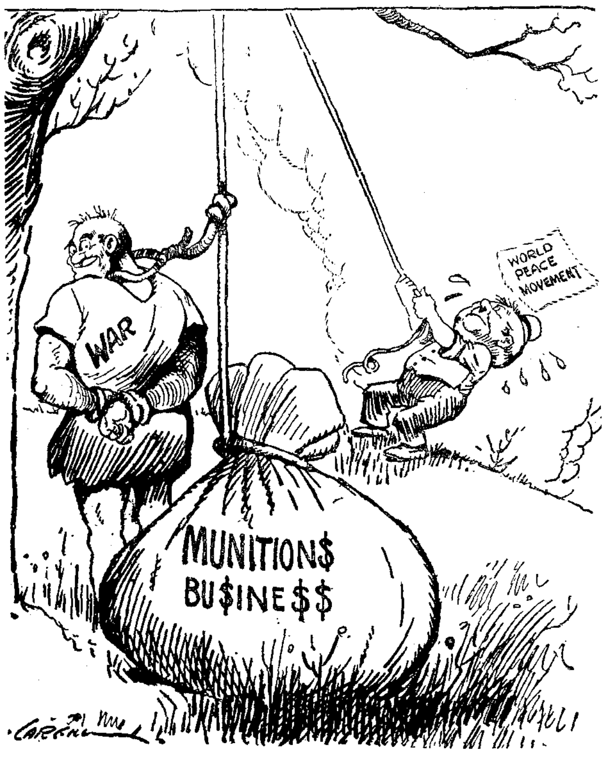
They may fly high, but Cupid is a pretty clever anti-aircraft gunner.—*Manchester Union.*

A lot of children see objectionable movies because they can't be left home alone.—*Troy Times.*

One-half the world doesn't know how the other half keeps its legs from freezing.—*Dallas News.*

Once civilization got men out of caves; now it drives them into subways.—*Florence (Ala.) Herald.*

Who says there isn't political freedom in Italy? You can vote for Mussolini at the coming election on any one of three tickets.—*New York Evening Post.*



THE FORTUNES OF WAR

—Cargill in the South Bend *Tribune.*

It's a sign of the times that nowadays the Rockefellers conduct their fights on the front page.—*Dallas News.*

Prohibition was adopted in 1920 and the nation has been treating it like a foster-child ever since.—*Virginian-Pilot.*

In some cities the voters are now using machines. Heretofore the machines used the voters. —*Norfolk Ledger-Dispatch.*

Let's hope the Kellogg treaty will insure everlasting peace until the cruisers are built.—*Fountain Inn (S. C.) Tribune.*

Biologist says woman's sense of humor is largely passive. Well, being humored is the passive of humor.—*Arkansas Gazette.*

Students at the University of Illinois have been engaged in a beard-growing contest. You simply can't keep college athletics down.—*Florence Herald.*

A serial is indexed, "He'll Come Home" (in Six Parts). From which we gather that another of those races for the railroad grade-crossing has resulted in a tie.—*Arkansas Gazette.*

Roosevelt cut the two Americas in two with the Panama Canal. Lindbergh is sewing them together again.—*Wichita Eagle.*

Woman Trips on Skirt and Falls.—Head-line. All we care to say about it is that she was some high-stepper.—*Nashville Banner.*

Onions are said to throw off violet rays. We suspect that the scientist who asserted that had not smelled many violets.—*Florence Herald.*

The former Kaiser is still protesting that he didn't start the war. At any rate, it's a safe bet he wishes he hadn't.—*Nashville Southern Lumberman.*

A psychologist declares that single men are more truthful than married ones. But then they are not asked so many embarrassing questions.—*Florence Herald.*

A new seed catalog just received brings gratifying assurance that he who does the pictures has lost no whit of his talent for achieving triumphs of imaginative art.—*Nashville Banner.*

A mule can't kick while it is pulling.—*Troy Times.*

A technical error was made in starting Oklahoma with an O K.—*Toledo Blade.*

A girl's idea of a sensible hat is one that permits her to see with one eye.—*Ohio State Journal.*

Lindy will be one bridegroom who is not ignored at his own wedding.—*New York Evening Post.*

"Religion by mail" is offered. How much of it will go to the dead-letter office?—*Tampa Tribune.*

They have exiled Trotzky from Russia, but was it a reward or punishment?—*Norfolk Ledger-Dispatch.*

One of the funny things about Einstein is that so many people who never studied mathematics think it funny that they can't understand him.—*Springfield Republican.*

Yet most of the wrecks due to driving in a fog occur when the weather is clear.—*Publishers Syndicate (Chicago).*

No wonder Mussolini can handle tangled affairs. He was raised on spaghetti.—*Fountain Inn (S. C.) Tribune.*

Eight million dollars for bird refuges is all right, but what about us pedestrians?—*American Lumberman (Chicago).*

The worst of it is the authority at the docks always seems to think the passport picture looks like you.—*Detroit News.*

Some mysterious pull makes the sap of a tree rise. And this is especially true in the case of a family tree's sap.—*Passaic News.*

Announcement that the Prince of Wales will keep the horse that never threw him disposes of the popular idea that there was no such animal.—*Boston Transcript.*

Ex-Governor Smith complains that the Democracy goes to sleep between elections. That's likely to be done by anybody who takes a stiff sock on the chin.—*San Diego Union.*

A Washington wife shot at a woman and hit her husband, but a husband has to expect little mistakes like that.—*Miami News.*

A Texas man says it's his ambition to have a suit of clothes for each day. Most of us have that now, but it's the same one. —*Norfolk Ledger-Dispatch.*

British dramatic critic says where women dominate an institution they ruin it. Indicating that man is somewhat of an institution.—*Miami News.*

Probably when Cupid twanged one in the direction of Lindy he pulled that old one about "the higher they fly the harder they fall."—*Indianapolis News.*

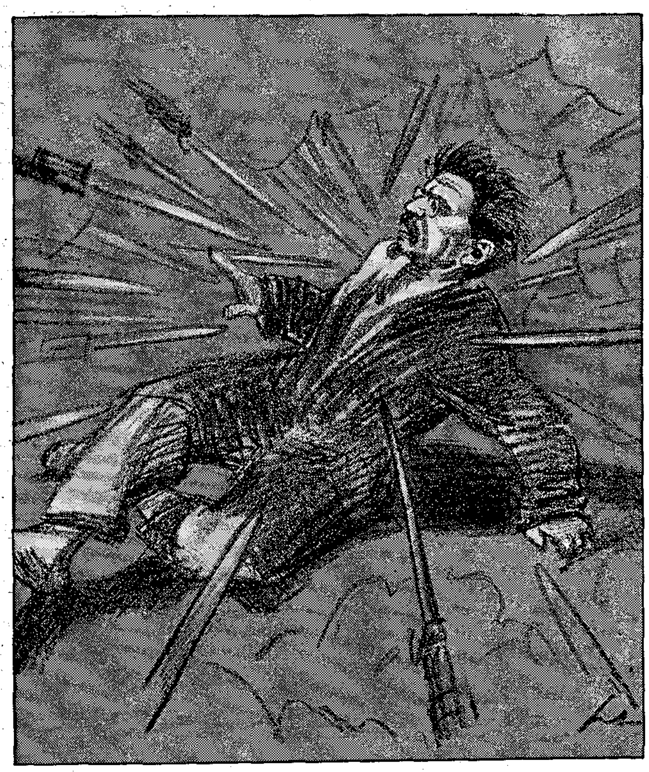
The scientists who are unable to account for the dark weather prevailing in Europe seem to overlook the fact that Mr. Einstein is busy explaining his theory.—*Boston Transcript.*

One-third of the accidents in building construction are due to falling objects, says a statistician. The rule applies 100 per cent., however, in the Stock Exchange.—*Palm Beach Post.*

# FOREIGN - COMMENT

## MOSCOW'S NEIGHBORS LOOKING FOR A CRASH

On both the home-front and the foreign front the Soviet Government now seems to its near neighbors to be on the defensive. In home politics it was driven into this dilemma a few weeks ago, despite its own tremendous efforts to escape that very thing. The Soviets in their foreign relations may not stand at bay, but it will be a long time before they can take the offensive, even if we accept the views of a sympathetic German press, which contends that the Soviets are a strong military Power still. Meanwhile the inner conflict among the men at Moscow assumes daily a phase of which the only logical outcome, as some see it, must be the sanguinary extermination of "the Trotzky crowd" by "the Stalin crowd." It is a possibility (but no more) that the followers of Trotzky may snatch victory from their present defeat.



TROTZKY!

The weapons are the same but the victim is different.
—*Simplicissimus* (Munich).

For this summary we are indebted in the main to that stalwart organ of Bismarckian diplomacy, the *Hamburger Nachrichten*. This great German daily follows Russian affairs closely and, like the *Koelnische Zeitung*, is assumed in Europe to enjoy access to special sources of information. The Stalin faction, affirms the Bismarckian commentator, has to its credit a triumph of a most hollow description:

> "On its right hand the peasants are pressing the Stalin faction hard. The Communist system renders any orderly economic life impossible for the peasants.
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> "On the left of the Stalin faction the seductive emblems of Trotzky, through his pamphlets and his papers, all under the ban, still flaunt themselves in the red revolutionary atmosphere.
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> "These last enticements have their effect upon the industrial workers. They feel with growing intensity the lowering of their scale of existence. Life gets uglier and more intense for them all.
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> "It is possible that this element still sticking to the Trotzky cause is not numerically powerful when compared with others. Nevertheless, the venom it steadily ejects against Stalin and his crowd has its stinging effect.
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> "Stalin is getting the consequence of his blunder in not having sent Trotzky and the Trotzky crowd into the Great Beyond by methods as usual as they are familiar. The crowd now in power did not feel strong enough to venture so far.
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> "This squeamishness—a thing that in all revolutions is but the beginning of the end—now forces the men in power at Moscow to stand on the defensive in all directions. On the right, they perpetually adopt measures against the peasants that are really those of self-defense, and the Trotzky crowd forever threatens on the left.
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> "This state of affairs in the Soviet Republic just now may be contemplated impartially. But future developments are not to be regarded with indifference."

What is to come after the explosion that seems inevitable at Moscow? This question agitates not only the Hamburg organ but the great Cologne daily as well. Will the successor to the system enthroned at Moscow be a government radically democratic, republican in form and socialistic in spirit? Will it be a monarchy highly centralized, resting on military force and aristocratic in tone and temper? The Hamburg daily is assumed to speak by the card when it says:

> "Neither is an impossibility. Then a serious peril would arise for Germany. Either of these fresh Russias might make an end of the ring of Balkan nations hemming the Moscow power in. A new Moscow government might build up a foreign policy based upon a pact with Paris.
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> "It is far likelier that England would take instant advantage of a crash in the Soviet world. The Soviet Republic is a growing menace to Britain's rule in Asia. British diplomacy would aim at splitting this new Russia into a series of independent units, none capable of doing England any harm. Her preparations with this object in view are all made.
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> "What would that mean for Germany?
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> "First of all, there would ensue a lightening of the pressure on Poland. This would not be quite a safe thing for ourselves. Poland would then seek to attain domination in eastern Europe, especially since Germany neglects every means calculated to challenge this ambition.
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> "Obviously, we have no good reason for loving the Soviet Republic. Yet a crash of the existing Russia would be for Germany, economically and diplomatically, a grievous blow."

Nothing is more surprizing to well-informed German newspapers than the failure of the Western nations to realize that the world crisis that is to shake the globe will originate in eastern Europe. An organ in close touch with the realities of diplomacy, the *Deutsche Allgemeine Zeitung*, is persistent in its regret that statesmen mistakenly look nowadays to the west. The reality, it observes again and again, is that the dire peril to the peace of all Europe and the really serious prospects for Germany's future emerge in eastern Europe:

> "For the new map which after the World War was traced in eastern Europe has not yet by any means attained a stability indispensable to peace or even to a feeling that conditions are promoting peace.
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> "The most unnatural frontiers (coinciding not at all with racial boundaries) are constantly creating fresh disturbances. The supremacy of Communism in Russia leaves the future of that great country in the mists of a darkening obscurity. Upon these uncertainties, Polish diplomacy founds its own strange speculations.
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> "With the possibility of coming upheavals and revolutions in eastern Europe—indeed with the peril arising on our own eastern frontier—any truly German diplomacy will have to reckon unless it permits itself the luxury of pursuing fantoms."

No sooner was it obvious at Warsaw that the followers of Stalin would overcome "the Trotzky crowd," than the Poles, according to both Berlin and Vienna dailies, revised all their diplomatic ideas. There have been hints in the Vienna *Neue Freie Presse* that official Moscow, prior to the Stalin-Trotzky fight, thought of closer relations with Warsaw. Now that seems to be all in the dead past, notwithstanding the great flourish over the signing of peace pacts. Whatever the cause, the sudden change of attitude at Warsaw, as well as at Moscow, fills the German press with chagrin if not with surprize. The foreign office at Warsaw, it tells us, is not only suddenly more pro-French than ever, but no less suddenly very anti-German. During an animated conference between Stresemann, the German diplomat, and Zalewski, the Polish diplomat, there were poundings on the table with fists and "looks of hate." This mood is reflected in much press comment on both sides. At the League of Nations the Polish envoy now talks about the inevitable connection between the evacuation of the Rhineland and reparations. This proves to the *Allgemeine Zeitung* how completely Warsaw takes its cue from Paris, notwithstanding some recent reports of a coolness between the two capitals:

> "Some Russian Communists hint at Germany's disposition to join a warlike combination against the Soviet Republic. Such an idea is very remarkable. Friendly relations with Germany at present seem to be the strongest pillar of Moscow foreign policy. Germany, in fact, taking advantage of her new envoy's reception at Moscow, has exprest the firmest determination to develop friendly relations with the Soviets.
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> "This we can easily do. In fact, we can do it more easily than ever, for the Moscow Government, even if somewhat slowly, is nevertheless unmistakably giving up its Communistic doctrines. German dread that closer relations with Moscow would spread Communism at home may now subside. It is all the less to be taken seriously because German Communist groups are collapsing.
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> "The waves of a Communist world revolution are ebbing. All relations with Moscow may be viewed from simple economic and diplomatic standpoints.
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> "Now we Germans must conduct a world diplomacy. What we seek is a connection between the interests of other nations and our own. Russia will have a real importance for us when she comes out of her present diplomatic isolation. That and that only is the reason why Germany hailed with satisfaction the activities of Moscow in diplomacy. It is the reason why we Germans sought to modify the nervous dread inspiring discord between Poland and the Soviet State. The exchange of notes between Moscow and Warsaw, thanks to Litvinoff, made obvious the web of Polish intrigue to all the world, and it was, therefore, a diplomatic victory for the Soviets.
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> "The Moscow politicians will be all the more grateful for the enhanced security of their western boundaries because at present their position in Asia is seriously threatened."

Now and then a European daily speculates upon the real gravity of the fight between Trotzky and Stalin. But this to the London *Morning Post* seems fantastic. We can hardly suppose, it says, that the quarrel was "what is called in America a frame-up." It was foreshadowed a long time ago, it says, in Lenin's more or less authentic testament. Stalin, according to that testament, had concentrated vast power in his hands. But he was "too rough." Trotzky, on the other hand, was "the most able man in the Central Committee," but was "too self-confident and too much attracted by the purely administrative side of affairs." The conflict between this pair might mean a rupture. So the comrades "should put Stalin out" and replace him by one "more patient, more loyal, more polite, more attentive to comrades." The advice, notes the London *Post* regretfully, was not taken. Stalin increased his power. Trotzky is frozen out. The Turkish Government has been "rash enough to grant him and his family a sort of refuge." The London paper indulges in these anticipations:

> "It is not to be supposed that this restless spirit will content himself to remain in Turkey; he will desire to come West; and we expect to see an agitation begun for his admission to this country, in the interests of trade, or to write articles for the 'Encyclopædia Britannica,' or some other reason equally innocuous.
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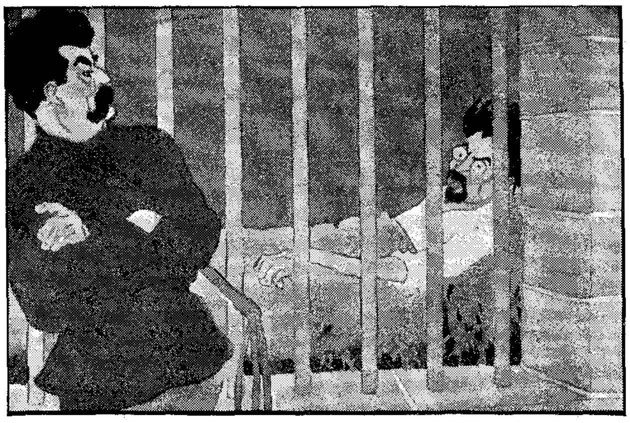
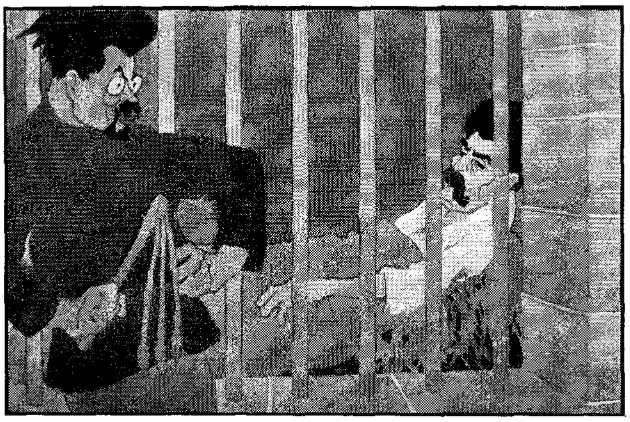
> "He might even be asked to join the Labor Research Bureau, as he wields a very pretty pen, and his slogan, 'England the Enemy,' should endear him to both Oppositions. In the meantime, we notice that *The Daily Express* is renewing its campaign for 'Peace with Russia.' It being certain (so it is argued) that the next Government in power in Great Britain, 'whatever its complexion,' will have to resume diplomatic relations, a 'wise Conservatism' should not wait to be pushed into the inevitable, but should itself undertake the restoration. All this is urged upon the Government for many plausible reasons connected with trade, unemployment, and so forth, which we have heard already to the point of weariness. 'Is Russia,' it is asked, 'less likely to be hostile . . . when she is boycotted, or when she is frankly admitted as an essential member of the family of nations?'



Because it's like this—



—and not like this!

WHY TROTZKY WEEPS

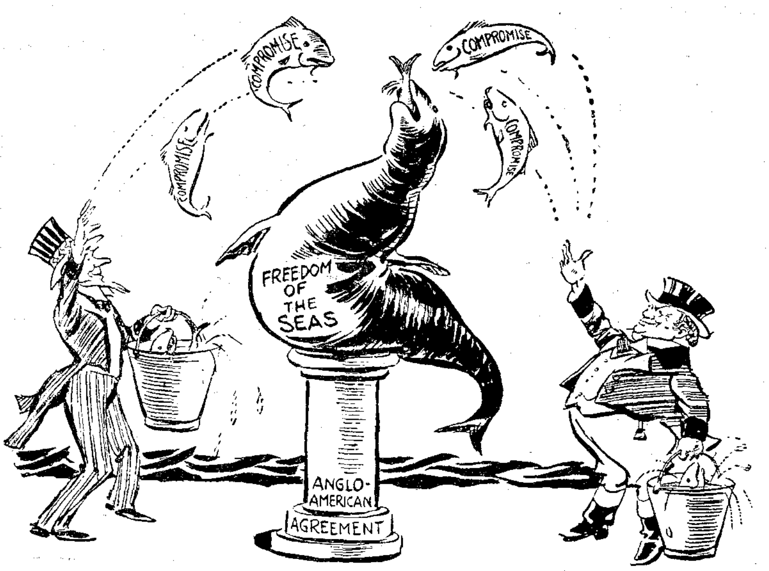
—*Der Wahre Jakob* (Berlin).

> "Now we have often asked and have not yet heard why these 'diplomatic relations' are necessary to trade with Russia. Has the trade with that country declined or increased since they were broken off? And what about the United States (greatly admired by our contemporary), which yet refuses to enter into diplomatic relations with Russia?"

But the money loss to Britain must be considered. It is high time that, to copy the words of a writer in the Manchester *Guardian*, people in authority began to think seriously once more of the advantages to British trade and industry of reopening relations with Russia, and of the futility of waiting for ideal social and political conditions to be established there. "So long as we do not come to a working agreement with the Russian Government the loss of business to this country will continue to be enormous." It was Russian orders that enabled the Germans to keep their electrical and machine tool works in full output.

# HOW GERMANY VIEWS THE CRUISER ROW

A CRUISER MUST SOON BECOME, if we credit the German press, a symbol of patriotism to the Americans as well as to the English. That is but a single inference (among others like it) to great dailies in Berlin, Cologne, Hamburg, and Frankfurt-on-the-Main. They all follow with intense interest the rise and progress of the controversy over sea power between the two great branches of the English-speaking people. In their more learned mode of comment upon the great events of the hour, we find occasional German dailies going as far back as the struggle for sea power between ancient Rome and ancient Carthage for a parallel to the situation. It would be going too far to say that any responsible German daily anticipates in this century a series of Punic wars involving the cruiser in place of the trireme. The German papers nearly all agree, none the less, that the Anglo-American situation is sufficiently serious. The *Leipziger Neueste Nachrichten* comments in a fashion very characteristic of the sober section of the German press:



KEEPING THE SEA-LION QUIET

Let's hope the pedestal keeps firm!

—*The Evening News* (Glasgow).

"Her difference with the United States occasions Great Britain an enduring anxiety. Let us remember at the same time that Britain's greatest anxieties are not those about which the English press talks most loudly. The English press in all that relates to the main theme retains admirable self-control. For the moment, Sir Austen Chamberlain, whose monocle is stonily fixt upon Paris, is personally concerned to give expression to the longing for an understanding with the American cousin.

"The fact that he does this reveals a great deal. The American Secretary of State gave the slogan. First build war-ships! Then sit around the table with Britain. . . .

"Practically speaking, the opposition between American world power and British world power is not to be done away with. There can take place only an adjustment from circumstance to circumstance whenever the conflicting interests clash.

"The World War shoved Britain aside as the first economic Power in the world. The United States took her place.

"This is the fact from which the opposition starts. With this fact, moreover, it will be necessary to deal in the long run through an interval beyond which we do not need to extend our anxious observation. England feels the American rivalry in a far more painful fashion than, prior to the World War, she felt the German rivalry. Of that rivalry she affirmed that in the long run it would prove intolerable, especially in Asia and in Latin America."

German dailies opposed to the Ministry now in power at Berlin see in the cruiser controversy between London and Washington an ideal opportunity to practise a diplomacy which the Wilhelmstrasse seems to know nothing about. It is a policy known as fishing in troubled waters. Dailies at Hamburg, as well as at Berlin, lament that German diplomacy is now too polite to everybody. It should take sides. It should seek Allies. Germany should range herself on one side or the other in the Anglo-American conflict. But all this, to the more serious organs of German opinion, is unwise and irresponsible. For one thing, as the *Frankfurter Zeitung*, of wide circulation and high standing, reminds the Germans, nobody knows how the Anglo-American differences will work out. Meanwhile, it permits itself to say:

"The latent struggle unfolding itself over the freedom and the domination of the seas has now again broken through to the surface.

"Between the United States and Great Britain a kind of open exchange of phrases proceeded to a conclusion. It really seems to be the beginning of a fundamental setting forth of each side of the case. That Anglo-French naval pact fell into the water, and, when it did so, it started rings that by no means subsided, at least for a considerable time. It has a very fine sound when Briand and Chamberlain, framers of the pact (or if not those two, then the naval officials behind them), tell us again and again that this understanding was concluded with a view to the brightest of blue skies, that they anticipated no evil either now or in the future. This pact, they tell us, was to have facilitated impending negotiations over disarmament at sea. For that purpose alone France and Great Britain sought to unite beforehand.

"Even that would of itself have sufficed to displease the United States. If out of five parties to a conference, two agree beforehand to a fixt line of action, the effect upon the rest can not be very encouraging. This is all the more so if this fixt program determines the precise thing which first and last was to have been under consideration.

"The United States Government flatly refused to accept the London-Paris pact as a basis for any impending negotiations. It was a pact too flatly opposed to American interests."

England sought to assure herself a most powerful cruiser squadron. Of that the great German daily is certain. It tells the world further that England, in the event of a future naval war, would then have had a weapon of tremendous weight in a struggle to determine the destinies of merchant ships. Doubtless England explains the construction of a great cruiser fleet upon the plea that her trade routes are so extensive. Her path along the seas to her colonies must be kept open. But, says the German daily, a weapon of defense so powerful as all that can likewise serve the purpose of offense. The United States, to-day, has an extensive sea-borne commerce which, in the event of war, would likewise run a serious risk. It predicts that all considerations underlying this naval strategy will work out into an obstinate battle between the United States and Britain. The *Frankfurter Zeitung* contemplates the Anglo-American future gloomily:

"Chamberlain truly said that the English people want the best possible relations with the United States. This desire compelled the London Government to give up its separate naval agreement with France. What Chamberlain outlined, however, was not a fulfilment of the American wish for a limit to all classes of ships. He spoke only of a basis of equality for both fleets. This, in detail, would have to be suited to the particular needs of the separate countries.

"It really does not look as if Chamberlain's assurances of amity had charmed away all ill-humor and all anxiety on the other side of the Atlantic. The ill-humor over there was exprest before now and took shape in a somewhat definite line of thought. . . .

"All the same, British diplomacy has rarely surrendered out and out. It has facilities enough with which to mask a difficult position, and with which to hold on until once more a light appears in the sky."

## SPANISH FEARS OF HOOVER'S SWAY

A MAN WHO ASSUMES the Presidency of the United States, according to the *Prensa* of Buenos Aires, necessarily loses a sense of his own insignificance. He dwells, we read, in an atmosphere of assent to all his propositions. He is a fountain of authority and the nearest thing to a despot left on the globe. These things suggest to our contemporary a possible explanation of the fact that the world outside of South America has come to assume that whatever a President of the United States says about the destinies of South America must have the force of international law. Indeed, an American President sometimes talks as if he thought so himself. It has gone so far in the case of the new President of the United States that the Argentine, Brazil, and other countries, hear of a Hoover doctrine supplementing the Monroe Doctrine.

The persistence with which the press of South America returns to this theme almost suggests the activities of an anti-Hoover propaganda. There is much scrutiny of the case of Nicaragua. There is even more citation of Herbert Hoover's own more vivid phrases, which gain color, perhaps, from the exquisite Spanish dress clothing them. What do such expressions amount to? The great South American daily cherishes these fears:

"Such expressions (aimed at obtaining the humble support of all the nations on this continent) will become rules, practically applicable every time a revolt or a domestic tumult seems to require their application to some impotent nation or other.

"The pretense of pacification, a pretext masking interference to end a bloody struggle, fears for financial reform and other like distortions of truth will be plentiful. These are all on a level with the masquerade in Nicaragua.

"Not that there exists a peril that the new President of the United States would impart to his international action in America anything transcending their plain meaning as principles of government. Nevertheless, the chorus of voices already raised in the world seems to announce to us a new doctrine. It is necessary to say a word in time on the subject of this troublesome tendency.

"Neither the people of the United States nor the newly elected President should consider such comment as this to be lacking in cordiality. It is imperative and necessary and it will continue to be necessary hereafter to indulge in it because of the great and rapid diffusion throughout the world of the opinion, sound or unsound, of North American statesmen."

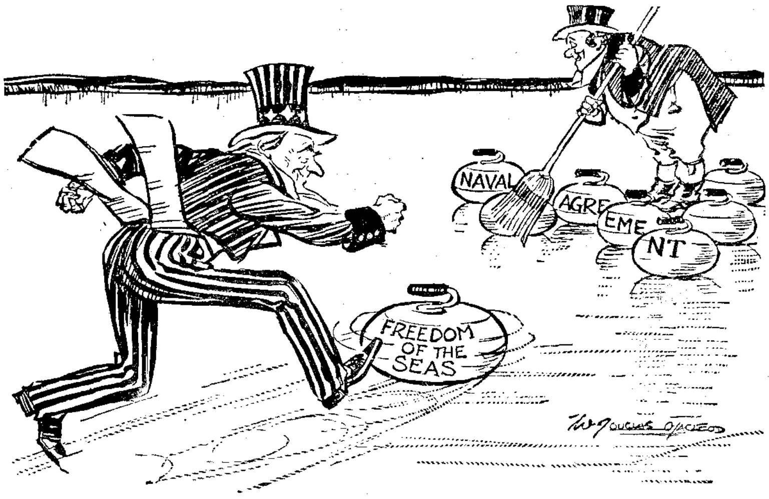
But here is the actual reality, observes the *Prensa*, the unvarnished truth, which, it adds, is not heard as often as it should be by a President of the United States:

"That which is called the Monroe Doctrine amounts to nothing more than an expression of judgment by President Monroe on the real meaning of things in his day.

"The emancipation and elevation of the American republics to the level of nations, altho formerly they were Spanish and Portuguese colonies, was in the year 1825 a manifest and accomplished fact. This was appreciated by the European Powers. and the other nations of the earth without exception, no less than by the United States.

"A perception of this truth does not signify a creation of any new doctrine in international law. Much less does it constitute any claim on the gratitude of the new republics concerned. Remote indeed at the time was the possibility of founding upon any such utterance a special right of tutorial vigilance over all or any of those republics."

How many and how numerous are the sympathies uniting Spain with her daughter nations! This is the burden of much press comment not only in Spanish America but in Spain, itself. Spanish dailies are making much of the fact that poets and painters from the Argentine going to Barcelona, to Cadiz, or to Madrid for the first time are invariably amazed to find themselves so completely at home. More than one Spanish daily of the importance of the *Heraldo* and the *Libertad* of Madrid affirm that South Americans in the Spanish capital are more completely at home than North Americans in London. Thus all Spain may be said to have followed with mixed feelings the triumphant progress of Herbert Hoover through those nations which, according to the Madrid *Epoca*, owe so much to Spain. There has been a marked emphasis in this daily, as in others at Madrid and Barcelona, ever since Herbert Hoover first set out on his pilgrimage, upon the sympathies uniting Spain with her daughter nations. Sometimes, as in the case of the *Heraldo*, we are assured that Mr. Hoover means to relieve Spanish America of many burdens weighing heavily upon her. But that is not the opinion of the Madrid *Libertad*. This daily shares a general conviction that a President of the United States regards Spanish America very much as the ancient Roman emperors regarded Britain:



THE UNEXPECTED SOMETIMES HAPPENS AT CURLING

The most ingenious naval agreements must be futile till we have dealt with America's inexorable demand for the freedom of the seas. A crasher from Uncle Sam might upset a very bonnie pot lid. —*The Evening News* (Glasgow).

"In its relations with the rest of the American continent, the United States under the Hoover Administration will continue to make felt the plenitude of its political sovereignty over Cuba. It will maintain the Platt law.

"In Porto Rico it will keep up its campaign of assimilation without granting that beautiful island or its enslaved people any rights whatever. There will not ensue even that degree of effective autonomy it enjoyed in the days of the Spanish dominion.

"In Mexico there will be no change of the methods recently employed to keep the brave and undominated, the noble and energetic countrymen of Juarez and Madero from attaining that economic independence and that political progress for which they are fighting.

"In Nicaragua will continue an occupation through the medium of guns flourished by Yankee Marines to assure liberty and the indispensable choice of a proper President of that republic!

"In all the waters laving the Antilles we shall see a strengthening of positions so that for never a moment may the people in the White House feel the least thrill of fear or the slightest anxiety respecting their absolute power in those seas.

"The dictatorships in Chile and in Peru will continue to derive all the aid they need, especially from the kings of Wall Street.

"With Hoover or without Hoover the work of the trusts will go on—oil trusts, steel trusts, coal trusts, sugar trusts, fruit trusts. These in combination with the financial powers in Wall Street will dictate to the White House its standards of conduct."

# GANDHI WARNS ENGLAND TO GET OUT

ALL OVER THE FAR EAST organs of public opinion are asking if and how Mahatma Gandhi will drive the British out of India by this time next year. If he fails, his position between the two great native factions in India must become embarrassing. For it was on this program that he patched up the fight between Indians who insist upon driving Britain out altogether and Indians who look forward to a self-governing India within the British Empire. The only man who could effect a truce proved to be Mahatma Gandhi. He told the Independence faction that dominion status would become a stepping-stone to their goal. He is to resume his peculiar form of boycott if the British fail to get out within the time limit he has fixt. The outcome, for the moment, appears to be, according to press comment on the spot, that Gandhi once more dominates the situation. Organs of British opinion in India manifest no panic. They expect a repetition of history through a second collapse of Gandhi's forces as he resumes the tactics that made him so famous before.

Nor must it be inferred that exponents of anti-British feeling in the Indian press are particularly grateful to whatever angel may have rolled the stone from the door of Gandhi's political tomb. That outspoken organ of native patriotic piety, the Calcutta *Forward*, almost makes small potatoes out of Gandhi. As for the scheme of social redemption forced by him upon the Indian National Congress:

> "A casual glance at the program which Mahatma Gandhi has chalked out for our acceptance is enough to convince all members of the Congress that it is no more than a revised edition of the much-talked-about constructive program of 1922, which practically put a brake on the fighting spirit of the nation. Removal of untouchability, popularization of khaddar (home-spun cloth), village reorganization, prohibition of intoxicating drugs and liquors, enlistment of Congress members and collection of funds are all excellent things in their way, but these very items figured prominently in the Congress program not many years ago, and before the Congress tries to revive the dead past, it would be worth while to inquire why they failed to capture the imagination or convince the intellect."

A "fighting program"—that is what the natives must concentrate their energies upon, in the opinion of this disillusioned commentator. Indians adhering to a more discreet kind of anti-British strategy affirm in the native press their annoyance at Mahatma Gandhi. They are not glad that he patched up the truce between Indians who desire complete independence and those who would accept dominion status. He did this too subtly for them by announcing self-government within the Empire as a preliminary to independence. There would thus be no more payments of taxes after January 1 next, and many Indian papers of the moderate party consider this disingenuous as an attitude and impractical as a policy. "It is out of place," declares the organ of the moderate party "for those who want independence to join in drafting a dominion status constitution." *The Calcutta Statesman*, owned and edited by Englishmen, thus refers to Gandhi's effort to ride two horses at once:

> "Not only is it 'out of place'; it is a *reductio ad absurdum*. Dominion status involves an appeal to a power which independence repudiates. The two things will no more mix than oil and water, and it is evidence of the muddled thinking that has attended the Congress that it should devote all its main effort to combine the uncombinable. As a fact, if India had even shown any real wish to use the powers given it under the Reforms, the National Congress would long since have disappeared or changed its function; the troubles that accumulate about it are evidence that it has lost its original purpose. The instrument is too big for the pigmies who would wield it."

*The Times of Ceylon* (Colombo), also British-owned and edited, is even more critical. It says:

> "In the abstract there can be no reasonable objection to Congress adopting Dominion status as India's goal, but the fatal mistake was to insist upon the grant of Dominion status before January 1, 1930. This demand can be interpreted only as a deliberate threat to the Imperial Parliament that, unless Indian aspirations are met during the present year, the so-called responsible leaders of Indian public opinion, namely, the prominent members of Congress, will reinaugurate non-cooperation, non-payment of taxes, and the boycott of British goods. The demand was not specifically addrest by Congress to any particular body. The probability is that Parliament will ignore it altogether. If, however, the Congress leaders decide to submit the demand to Parliament, it can have only one effect—to alienate the sympathy of British Parliamentarians, who are at present maintaining an open mind in regard to the question of constitutional reform in India, pending the receipt of the Simon Commission's Report."

Sir P. S. Sivaswami Iyer—one of the most distinguished members of the Indian Legislative Assembly—is of the same mind. In an interview granted to *The Associated Press of India* (Delhi), he "characterized the Congress resolution as politically unwise and harmful to the best interests of the nation and to peaceful evolution, just as he considered it unwise for the Government to put off the Reforms."

All such comment is representative of a single element in the land only. It is hinted in well-informed quarters that the natives read surreptitious and clandestine weeklies clamoring for independence in less than a year. This element not only wants independence, but wants it at once. Yet there are many natives who prefer to demand the dominion type of government as "a stepping-stone to independence." Outwardly they received with respect a recent utterance of the Viceroy of India urging the natives not to head toward the "morass of independence." His Lordship warned the natives that if they persist in doing so they will lose the good-will of Britons. This has stung the fearless editor of *The Modern Review* of Calcutta, Babu Ramananda Chatterjee, into these indiscretions:

> "The people of India have long ceased to accept British professions of friendship as well as of trusteeship at their face value. They know who are true friends and who false. So the Viceroy's attempt to pose as a true friend of India was perfectly futile.
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> "In spite of the predatory activities of the British and other kinds of imperialism, there are happily still more than fifty-odd independent States left in the world. It can not be that the Viceroy sincerely believes that Britain and other independent States are sinking lower and lower in the treacherous sands of perfect freedom and that, on the other hand, India is traveling securely toward salvation along the *pucca* high road of servitude to the British. Perhaps Lord Irwin would have us believe that India is *sui generis*, and so, tho independence may be good for others, to her it would be a perfect slough of despond. We are of a different opinion.
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> "Is it in India alone that some persons think that dominion status may lead on to independence? Is it not one of the implications of dominion status that the countries which enjoy it have the right to secede from the British Empire, if they choose to do so? Has not Hertzog, the Boer Premier of South Africa, declared openly that South Africa has that right? Has there not been similar talk in Canada?
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> "Lord Irwin and men of that ilk will not understand, unless it be when it is too late, that it is partly because of Britain's refusal to let India have home rule that there is such an insistent demand for independence. His lordship raises dominion status only because the desire for independence is becoming increasingly difficult to repress. It has been always the British way to try to rally the 'moderates' when there are energetic 'extremists' in the field."

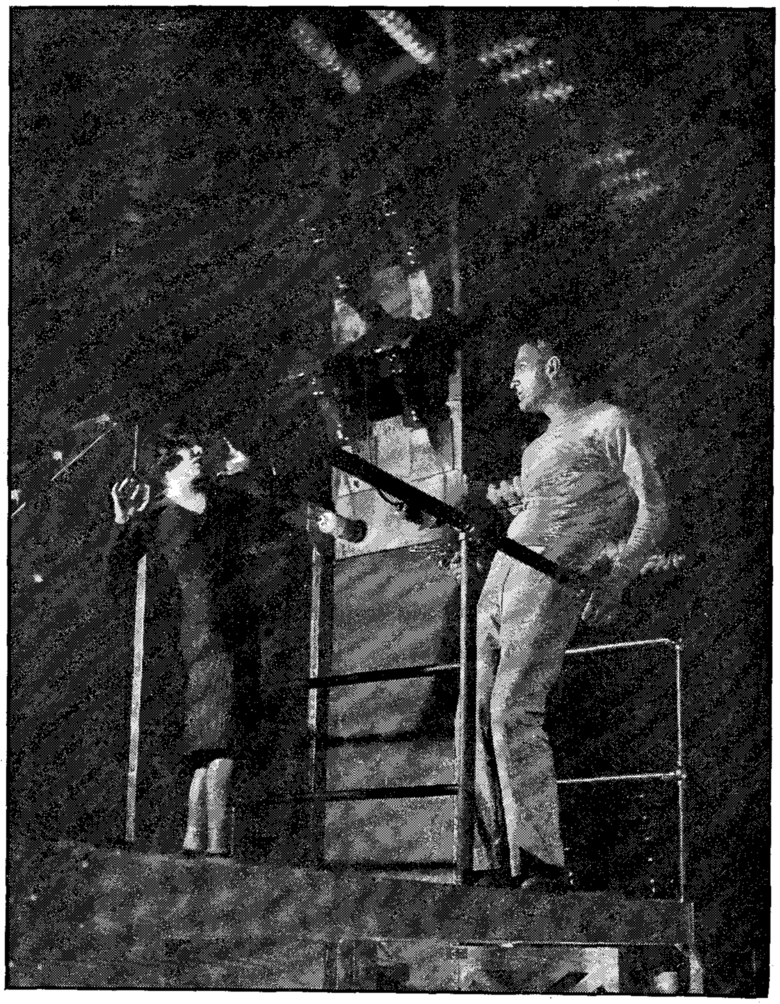
The upshot of it all must be that India will have but two groups of politicians. In predicting so much *The Indian Social Reformer* of Bombay asserts that one group will agitate for out-and-out independence while the other professes itself satisfied with dominion status for the present. The Mahatma's return to politics may not, it conjectures, gain India her independence within a year, but it will greatly promote reforms most precious to the natives.

# LETTERS AND ART

## LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

# O'NEILL WRESTLES WITH GOD

AND IT MUST BE SAID that he is thrown in the first round. But there are two more to follow. Eugene O'Neill's latest play, "Dynamo," produced by the Theater Guild, is the first of a trilogy; and of course critical opinion of a part can only be tentative until the remaining parts are forthcoming. Mr. O'Neill himself tells us that the first play of his trilogy aims to "dig at the roots of the sickness of to-day as I feel it . . . the death of the old God and the failure of science and materialism to give any satisfying new one for the surviving religious instinct to find a meaning for life in, and to comfort its fears of death with." The two plays to follow are to be called "Without Ending of Days," and "It Can Not Be Mad." As "Dynamo" is elucidated by Mr. Kenneth Macgowan in the New York *Evening Post,* the play is declared enough to provoke censorship of drama as well as science in both fundamentalist and atheist strongholds, for the portrait of "an atheist electrician who runs a hydro-electric plant" matches in "bigotry" the clergyman whose son foreswears his father's faith to find his god in electricity. We read:



THE THEATER AS A MACHINE SHOP

A scene in "Dynamo," where the entire stage is filled with a generator of electricity, amidst which the two lovers, *Ada Fife* (Claudette Colbert) and *Ramsay Light* (Glenn Anders), argue their fates to the accompaniment of the hum and whir of the dynamo.

"When the son of the minister and the lover of the atheist's daughter acquires enough backbone to run away from home and make his own god, he comes back bringing a faith in which electricity is the be-all and the end-all of man and nature, and the hydro-electric dynamo is its graven image.

"Here is a god for the moderns—the essence of materialistic faith in science. 'Did you ever watch a dynamo?' says the boy. 'What I mean is in them! They stand for it the same way the old stone images stood for gods.' O'Neill saw the resemblance last fall when he visited a plant where they generate electricity from the waters of New England rivers. It is not the upright, whirling, motorlike dynamo that we catch a glimpse of through the doors of the Edison plants on Thirty-ninth Street and just off Park Avenue. It is the hydro-electric generator 'huge and black, with something of a great, massive, ebony idol about it, the "exciter" set on the main structure like a round head with oblong eyes above a squat torso.'

"This is the god the boy worships. Or, rather, the goddess; for, as in 'Strange Interlude,' the protagonist is through with God, the Father, and is seeking an ultimate to which to return after death as to the arms of a mother. Into those arms the deluded boy—replica of modernity—throws himself in piteous abandonment when his apostleship has failed. 'I don't want any miracle!' he cries. 'I don't want to know the truth! I only want you to hide me! Don't let me ever come back here! Never let me go from you again! —Please, mother!' And in the embrace of his mother-goddess he dies. 'He throws his arms out over the head of the dynamo, his hands grasp the carbon brushes of the exciter. In a flash all the lights in the plant dim down until they are almost out and the noise of the dynamo dies until it is the faintest hum. Simultaneously his voice rises in a sobbing cry of pain and joy, and this cry dies into a sound that is like the singing to itself of a happy baby, and finally fades into a hum that is like the dynamo's.

"But before the boy gives himself thus to the mercies of his god, O'Neill has put this enlightened product of machine ideology through all the paces of fundamentalist emotionalism. There lies the superb irony of 'Dynamo.' The boy, who has freed himself from the faith of the fundamentalist, repeats in the name of his new and most scientific god all the obsessive formulas of his father. He prays: 'O Dynamo, God of Electricity, which gives life to all things, hear my prayer! Receive me into the great current of Your Eternal Life! Bless me with Your secret so I can save men from sin and sorrow and death! Grant me the miracle of Your Love!'

"'Dynamo' is not, you may guess, a very comforting play. It is a bitter, destructive blow at the bigotry of science-worshipers as much as at the bigotry of fundamentalists and atheists. Throughout the three acts of the manuscript it is packed with irony. In essence it is a clearing of the ground for the erection of other structures."

At least the last statements are the purpose of the playwright. He did not so impress all his auditors. St. John Ervine, in the New York *World,* calls it "Greenwich Village sentimental cynicism," while Robert Littell in *The Evening Post* says of the play:

"It wallows a good deal among ideas and symbolisms, about none of which Mr. O'Neill seems to have done any hard, clear thinking. Mr. O'Neill has given us this sort of thing before, and frequently the passionate energy and sincerity of his search for truth have lit up the fog with strangely exciting gleams. But 'Dynamo' lacks this mysterious illumination. It is distinctly second-rate O'Neill."

Then Robert Garland in *The Telegram* (New York) breaks from his account of the play to query:

P. and A. photograph

WALSKA THROWS ROSES

After the Carnegie Hall recital, which was attended by "everybody who could sing, couldn't sing, wanted to sing, hoped to sing, had sung."

"Perhaps you get the impression that Mr. O'Neill's 'Dynamo' irks me. It does. It seems so self-consciously profound, so Provincetownian, so phony, so remarkably like the Oh-the-Pity-of-It sketch in 'This Year of Grace' at the Selwyn.

"But for the production which the Theater Guild has given it, I have nothing short of praise. Mr. Simonson's settings are both imaginative and helpful. Even a great American playwright should be thankful for them. And Philip Moeller's direction is skilful. So skilful is it, so *fortissimo* with the good spots, so *piano* with the poor, that Mr. Moeller's mind would be interesting to read.

"And the acting is canny and worth-while. As *Mr. Light's* wayward son, Glenn Anders could scarcely be improved upon. Any member of the Actors' Union who can fall down on his knees and worship a paint-and-canvas hydro-electric plant and keep his face straight is not to be belittled. In years and years of theater-going the stage has known no finer fool.

"As the God-fearing parson's bride, Helen Wesley is herself again. As *Ramsay Fife*, whose goddess is Electricity, Dudley Digges is well rounded and secure. As *Mr. Fife's* wayward daughter, Claudette Colbert depends no longer on her legs. As *Mr. Fife's* missus, Catherine Calhoun Doucet sings 'I'd Love to Be a Dynamo,' without smiling. . . . To my mind 'Dynamo' is merely Tom Paine's 'Age of Reason' in not too modern dress. Only the late lamented Mr. Paine had a sense of humor."

# THE SINGER WHO DARED

NOT EVEN THE MOST VAUNTED of prima donnas have excited more curiosity than Mme. Ganna Walska at her New York recital. She had almost become a legend as the woman who would sing but couldn't. Reports of her previous attempts have furnished much newspaper matter, often concerned with the broken or abandoned engagements. But she has met the crucial test of a New York recital, and a study of the critical comments are interesting. While she is granted the possession of a voice "sufficiently large for any musical purpose," as one critic puts it, yet her recital "revealed a lamentable want of all the other essential attributes of a vocal artist." Nevertheless her story is interesting and is told without prejudice by Charles D. Isaacson of *The Morning Telegraph* (New York) who claims "to know":

"When Ganna Walska strode forth upon the strip of carpet to the center of Carnegie Hall's stage Tuesday afternoon, the impossible had been accomplished and the strange woman had won.

"It matters not for the moment how she sang. She faced her audience with confidence, with head erect—she, Ganna Walska, was the recitalist, with all of New York City that counted there to hear her.

"Achievement comes to few humans and it comes in varied ways. Achievement to some is wealth, to others power, to others accomplishment.

"Ganna Walska, since her girlhood in Poland, wanted to become a singer. She had beauty, charm, and a power which but a few women in history could equal. Fate seemed to tempt her from her dreams. Fortunes were laid at her feet, comfort, ease—anything.

"She had the voice, she knew she could sing. But within her was a dominant complex, a fear of audiences. No matter what else happened, the sight of the listeners made her quake and tremble so that she would fight to get away. On the eve of her début with the Chicago Opera, she broke her contract. Many times, where the stage was set, she went to pieces.

"The writer of these words knew Ganna Walska twelve years ago, heard her sing, arranged concerts for her, and having brought her to the halls, saw her in a paroxysm of terror, literally carrying her to the stage.

"Achievement is different to every human. What is the lure of music to most of those who sing to-day? Wealth! Pay them enough, and they will close their scores and never sing again. Yet there are some who in poverty or sickness, against the odds of a million enemies, must still struggle on—to sing! The walls set in the way of Walska were different.

"She had wealth—it piled up about her. It stifled her. And with the wealth came fame, or notoriety—they made her way more difficult.

"Walska would not give up. They said she was afraid to stand up and face the audience. There were hundreds yesterday who declared she would never go through with it.

"Carnegie Hall was packed to watch her in the battle. Everybody who could sing, couldn't sing, wanted to sing, hoped to sing, had sung, was on hand. Celebrities all.

"The door opened from the wings. A woman in white moved calmly to the front. She began the program. She had won.

"Walska did not do her best. How could she? She did some frightfully unsatisfactory singing, made some hit-and-miss attacks. But the presence of a pretty voice, a luscious voice, was sufficiently demonstrated to answer for all time the thought that she has no right to sing. She has plenty of right to sing. She has much taste, she has some style, she has personality.

"She never lost her crowd—critics and sneering scorners stayed until the end.

"I am not sure if Walska will do much better singing than she did at her New York début. But my belief is that if she wants to sing, she will do better now that she has killed the ghost of fear. And if people want to hear her—that makes a tour. Artist—audiences: settled.

"Walter Golde played helpful accompaniments, and Ernest Wagner was flutist.

"Walska had chosen an unusual program, chiefly unhackneyed, ranging from the 'Coffee Cantata' of Bach to a Polish mazurka. She was at her best in the group of Schubert, because she was most at ease, and her pleasant crooning was permitted to express itself.

"A touch of humor came when she sang 'If No One Ever Marries Me' and Harold McCormick, in a box, smiled down blushingly at his wife."

## SHALL ARTISTS RUN TO EUROPE?

THE ISSUE WAS BOUND TO COME. Artists go abroad to live, but come home to sell. Two of them have opened exhibitions here, and one has just closed. As Henry McBride puts it in the New York *Sun*, our "expatriates appear on the scene saying, in effect, that American dollars look good, but that otherwise this country is intolerable." Mr. McBride is only taking up the gage thrown down by Guy Pene du Bois in the introduction he wrote to the catalog of an exhibition by another artist, also an expatriate. Mr. du Bois argues that he and his confrères should be judged as Americans; Mr. McBride supposes they "are to be judged as Frenchmen; certainly they are not in a position to speak for America." As Mr. McBride sets forth the ground upon which Mr. du Bois places his combat, we let him speak first:

"Expatriation, as a matter of fact, is not what it was. A distinct change has come over the scene. The misguided American artists who went off in a huff to live in Italy or France begin to give evidence of their uneasiness over the situation, but it is to be doubted if they can realize, in their snug retreats, the feeling we have on the subject. Only last week Mr. du Bois wrote a reply to American critics in his preface to the catalog of the exhibition of young Mr. Jacobsen at Montross's, and his tone was somewhat acrid. His defense cited some of the great artists of other days who flourished in foreign countries.

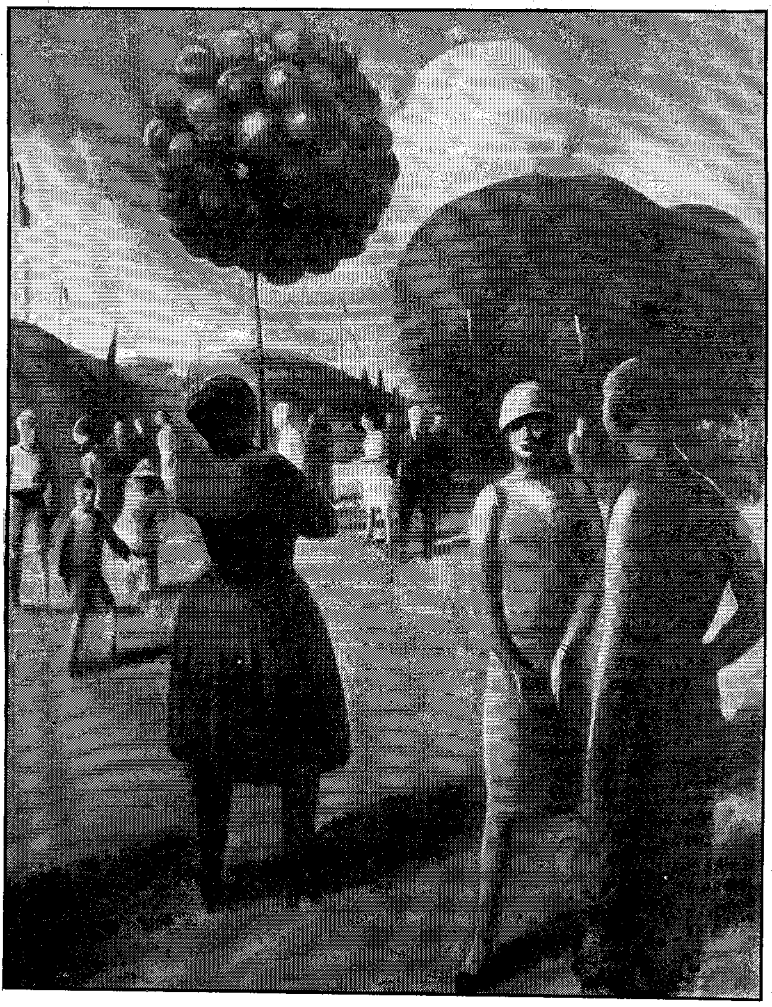
"It is easy, of course, to lose one's temper in a discussion of this sort, but I shall endeavor not to lose mine. To be frank, I only engage in it in order to aid our younger men who may be trembling upon the brink of desertion to consider all the costs of such an apparent indulgence. Those who have already succumbed to temptation I regard practically as lost souls.

"My feeling is this: a generation ago expatriation was in the air. The expatriates were so many that they almost made a nation in themselves. They came from all walks of life. In the arts, particularly, there was a sharp struggle to overcome an inferiority complex—altho it wasn't called that then—and there was a general rush abroad to acquire, presumably, style. Hundreds of painters did acquire a manner, but that is all they acquired; and since the manner is never so important as the man, the vast majority of them have been forgotten. It may even be noted that the very men who dipt most casually into the European stream of culture, such as Homer and Ryder, are those we now most esteem.

"It was Mrs. Wharton's 'Age of Innocence.' Fashionable people made such desperate efforts to have country houses in England and villas in France, and succeeded in the effort so astonishingly, that those who remained behind were classed as provincial. Looking back on it now from the safety of the post-war period, the whole exodus seems incredibly silly and convicts the explorers of the very sin they were trying to escape from—provincialism. But in a way they were saved by their very numbers. As I said, they were almost a nation in themselves, and their chief spokesmen, such as Henry James, Whistler, and Sargent, profited by this sense of having a firm backing up.

"But the war came, and this floating country of hyphenates was broken up. We travel, probably, as much as ever; but villas in France are no longer so chic as they were. From being a people who accepted patronage meekly from such English and French as we could manage to hobnob with, we have become, on the contrary, dispensers of patronage. The whole world now looks this way. All Europe desires to know the secret of our success, and with a frenzy that quite outmatches our former thirst for foreign culture. And the humblest citizen of New York knows that this city has become the battle-ground of present-day civilization.

"This is a subject that can be expanded into a volume, and I must cut it short. There has been a hurried scramble of readjustment, and vacillating Americans abroad all know now where home is—all, that is, save a few wilful artists. They lack even that fictitious justification of their predecessors of forty years ago, for the center of creation has shifted; or should I say, to be more clear, the 'creating center'? For here, indeed, is where things are being done."



AN EXPATRIATE SHOWS US

Guy Pene du Bois paints a "Balloon Seller" at a French fair, and argues that Americans can be just as American, tho they live and paint abroad.

Mr. du Bois's words, written for the catalog of Norman Jacobsen, are an endeavor to show that the artist is not necessarily a nationalist:

"Our critics constantly proclaim, usually in dictatorial terms, that American art can not thrive, can not become itself, can not bear a national stamp, the proper hallmark, when done away from the American scene. What is the American scene? Politicians are not the only Americans against the League of Nations. For the first time in its history, probably, Americans are determined, as a matter of right and duty, to be provincial. It is a curious coincidence that this trend of determination should have come at a time when America shows its first signs of sophistication and its first sagacious self-consciousness. It is another strange coincidence—not more logical this one than the other—that the writers who plead for a national art are among those who can full-heartedly only admire French painting. This admiration probably goes with an English accent.

"It is a pity that El Greco painted in Spain and that Browning wrote in Italy. Or, to go into greater detail, it is also a pity that Raffael left his native Umbria to go to Rome, and that any New Yorker should paint in New Mexico. This leads into too many byways. But there is still one important consideration. A main road this one. It is the cowardly lack of faith in the personal lack of force in Americans which these lovers of French painting have. They are Montessorians monstrously trying to preserve miserable individualities. For they mainly claim that Americans must remain in the nook which saw their birth or be lost forever to America, to its prestige, to its national spirit.

"We are apparently a very weak constituency. We can not see another country without falling in love with it. We can not see another national painting without copying it. It is probably a question whether the painter or the critics are most worth bothering about."

The purpose of our citations is not primarily to deal with the art of these expatriates but with the question in debate. But to take Mr. du Bois's case, we find that the critics are not quite in agreement. Including him with the others, Mr. McBride observes that "the unfortunate consequence is that as Frenchmen they do not appear to be so much, and as Americans they are decidedly thin." Edwin Alden Jewell of *The Times* applauds his work, tho opposing his doctrine. Royal Cortissoz of *The Herald Tribune* also praises:

"When Mr. Guy Pene du Bois made his first contribution to local shows, now some years ago, he attracted favorable attention through the individualized manner in which he painted his episodes from modern life. That individuality is now more interesting than ever it was, the seventeen pictures which he displays at the Kraushaar gallery marking decisive progress. He is one of the few artists of our day who can paint a Parisian café or street scene without instantly recalling Degas or Forain. He has his own point of view and his own manner. The latter is simple and direct. He seeks no factitious picturesqueness, but reflects life in a perfectly straightforward way, aiming especially to suggest something of its characteristic movement. The comment that he makes upon it, notably unobtrusive, is one having a faintly satirical savor. Some of his feminine heads and faces have a dryly amusing significance. Technically, too, he has gained in breadth and force, tho not, perhaps, in suppleness. He paints on occasion as if by main strength. Yet in this matter he is not standing still. The 'Rue de la Santé' shows that when he chooses he can let himself go and handle his brush with some elasticity. His pictures, finally, are put together with increased feeling for composition. The 'Morning, Paris Café,' is admirably designed. Altogether he is to be congratulated on his latest exhibition."

**THE COVER**—It is certain that much color has gone out of life since the day of Washington's second inauguration. Imagine the picture on our cover as representing, even so far as the color of the men's clothing is concerned, the spectacle that will be enacted in Washington next Monday. What the picture on the cover does not tell us, Mr. Ferris, continuing his historical series, supplies in his notes. What he fails to mention, tho what is quite obvious, is that the figure in the purple suit is John Adams, and the man in the green coat, Thomas Jefferson. The reader, if he chooses, can make other identifications to suit his taste. But we listen first to the artist:

"On the 4th of March, Washington again took the oath of office as President of the United States. He proceeded to Independence Hall in an elegant coach drawn by six superb white horses, having on its four sides beautiful designs of the four seasons, painted by Cipriani. As the coach door opened, two gentlemen with long white wands emerged, and with some difficulty opened a passage-way through the concourse of spectators for the President. Washington was drest on this occasion in a full suit of black velvet with black silk stockings and diamond knee-buckles. His shoes, brightly japanned, were surmounted with large square silver buckles. His hair was powdered and gathered behind in a black silk bag on which was a bow of black ribbon. He carried in his hand a cocked hat and wore a light dress-sword in a shagreen scabbard with a richly ornamented hilt."

## WHENCE COME BAD PLAYS?

PLAYS HAVE COME AND GONE on the stage this season with a bitter regularity that confined their lives to one or two weeks. It may be suspected that some malign blight is falling upon the products of genius. In discussing the situation, not much has been said about the deserved fate of most of the failures. The critic is sometimes looked upon as their executioner, and as one who takes a ghoulish glee in going about his task, Robert Littell, in the New York *Evening Post*, gives us an insight into his mystifications as well as boredoms:

"If the authors, producers, backers, actors, and stage managers of some of the pathetically worthless plays which fly in upon Broadway, like a bird into a room, and flutter frantically for a few moments, and dash against the window-pane and break their necks and are swept out and forgotten, would only tell us how such plays come to be produced at all instead of producing them, we would listen with real interest.

"I am sure there are many fascinating and complex human stories behind the crippled comedies and junkman's farces which annoy us every ten or twelve days. Sitting out there in the chilly darkness among yawns, groans, and shifting feet, we begin to wonder who the author is, what he does for a living, whether he really believes in his atrocity, and where he found the lambs to shear for the necessary bank-roll.

"For many of these phenomena (unless written by actors, in which case no laws, human or divine, seem to operate) only one explanation seems possible and that is that faith, like measles, is a disease, and can be communicated to others if you are in a state of sufficiently hallucinated fever yourself.

"A wild, raving author, all bright-eyed and burning and spotted with self-confidence, seems bound to have the desire of his heart, if one is to judge from the number of plays every year which are somebody's heart's desire and absolutely nothing else. If the author can infect a producer, the contagion travels even faster, and before you know it the actors, owing to the love we all must have of hands that feed us, are even greater fans for the concoction than the author himself.

"It is very seldom that the actions of the performers raise a suspicion that they are far from admiring their material. Almost certainly, I think, because actors nearly always manage, by the time the clammy-handed nervousness of the first night has been reached, to take a profound interest, and feel a genuine belief in the parts they have taken so long to conquer. The enthusiasm of nearly all casts, no matter how bad the play, is human and explicable."

Harder to understand, he observes, "is the faith of the producer who looks upon the play with eyes more or less tinged with dollar-green, and has certainly no creative vanity which needs satisfaction." He thinks:

"A very interesting drama could be written, with the aid of 'Interludism's' asides and revelations of unspoken thought, on the theme of a producer reading, doubling, rereading, accepting, redoubling, casting, rehearsing, hoping, alibiing, and warehousing three acts of irremediable hooey. That most mysterious and important of human functions, the acquisition of a belief, is a worthy theme for a profound psychological playwright. It could not better be illustrated than by the changing, gradually inflaming mind of a manager with a hopeless script.

"We critics are not infallible, and much dishwater has flowed over our damns only to run, like the brook or 'Abie's Irish Rose,' for many golden months and years, yet we think that our canny and so frequently asphyxiated senses could murder many hopeless ventures before they get to the point of rehearsal—and so save the producers some money and ourselves some more asphyxiation. But it would be like telling a man not to put his money on one roulette number. The chances are against him, but if he should win he wins thirty-six times his original bet. It is this one chance in thirty-six which is the motive power of a large fraction of America's theatrical art. I submit that this is not a sound basis for either art or business.

"You, who watch and wait and follow your friends to well-established successes, and buy tickets for nothing you have not heard well spoken of at least three times, have not the remotest idea of the back-alleys and ash-cans of drama. The bundles of feeble garbage which we must sniff at are carted away before the rumor of another quiet flop has even reached your ears."

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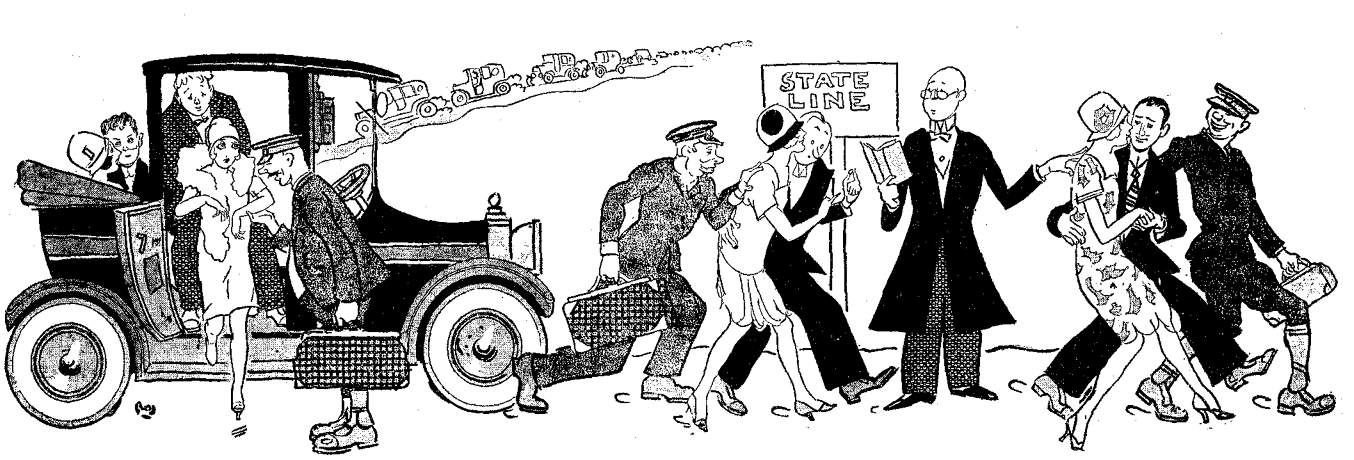
# RELIGION-AND-SOCIAL-SERVICE



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TWO THOUSAND BRIDES AND GROOMS WONDERING IF THEY'RE MARRIED

By the dozen the lovesick couples who wanted quick marriage poured into a Maryland "marriage market," escorted by the taxi drivers. Rapidly they were shoved through the marriage-mill—and now 1,000 brides are wondering if they are married women, or what.

## TO PUT "MARRIAGE-MARKET TOWNS" OUT OF BUSINESS

FACTORIES OF WEDDED MISERY and of far-reaching injury to society, in the shape of "marriage-market towns," we are told, are the most conspicuous results of the general neglect of marriage laws in this country; and the "marrying justice" and "marrying parson" are the citizens of such towns most in need of attention from the civil and religious authorities. Last week we noticed a campaign launched against these and other marriage evils by the Federal Council of Churches. Now we find, according to a survey made by Fred S. Hall and the late Mary E. Richmond, staff members of the Russell Sage Foundation, New York, that there are actually communities in almost every part of the country that make a business of exploiting brides and grooms for financial profit. These social-science experts found fifty-seven such towns in twenty-nine States, and made a close study of fifteen of them, embodying the results in a book, "Marriage and the State," published by the Foundation. "We are so little inclined to advertise these places," they say, "that we are suppressing their names throughout this report"; but some of the facts about them are thus summarized in a release sheet sent out February 11:

> "In one place two social workers reported that on entering an office having a sign, 'Marriage Parlor,' they were informed by the justice of the peace on duty that his fee for the ceremony and helping them obtain a marriage license would be three dollars, but that if they wished the fact of their marriages kept out of the newspapers the charge would be three dollars additional. In this town 'runners' were found to be common, being employed to solicit trade for the justices. They even board automobiles in motion if the occupants appear to be prospective brides and grooms. Seventy-nine per cent. of the people married in this town were found to have come from outside of the county.
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> "Another town investigated was near a large city with connection by street-cars. Advertising in these cars, it was learned, was used by two justices of the peace who worked as partners. One of their cards read in part as follows: '*Sweetheart:* Be ready at four o'clock—We'll go to——, just a short ride, and Justices ——and——will tie the knot.'
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> "In a third town, where it was found that twice as many marriages are performed each year as there are people in the place, certain clergymen, rather than justices of the peace, profit by the business. Splitting fees with taxicab drivers who bring them marriage couples has been charged against several of the ministers, and one has been dismissed by his church on that account."

The investigators studied the records of all the larger religious denominations in regulating marriage. A few, they found, were wrestling constructively with the problem involved; in general, however, they reached the conclusion that there has been "little specific action as yet on the subject as a whole or on any aspect of it save divorce." To quote further from the summary:

> "On the other hand, some of the best constructive legislation on the subject is found to have its origin in church bodies or ministerial associations. The law in Georgia requiring a five days' advance notice of intention to marry is pointed to as an instance in which churches took the lead in progressive legislation. The Conference on Christian Politics, Economics and Citizenship, held in England in 1924, is quoted extensively in the report with particular reference to its conclusion that 'If the Church is to render her due service to society as a whole, more provision should be made by which members of the Church could find ways of giving counsel and help to persons outside the Church before and after marriage.' "

Standards of individual clergymen regarding the marriage ceremony are the theme of two chapters, in which it is stated that many ministers content themselves with requiring a marriage license in legal form, whereas in most States the law permits and sometimes requires that they themselves ascertain whether the prospective bride and groom are duly qualified candidates. As an instance of laxity, the authors cite the case of a clergyman who officiated at the marriage of a girl of fourteen. He accepted her age as eighteen, altho she was a member of his own Sunday-school, and lived with her parents just three doors from his parsonage. He did not consult her parents before the marriage, which was subsequently annulled. Justices of the peace are the most frequent offenders in "marriage-market towns," the authors admit, but "the marrying parson also has a large share in the cheapening and commercializing of marriage in these places." We read further:

> "The clerical commercialism reported includes such practises as offering cooperative license clerks a share of the marriage

fee; maintaining a desk in the marriage-license office and selling there marriage certificates designed for framing; establishing a room or residence very near the court-house with conspicuous advertising signs, employing runners, and personally soliciting patronage from strangers; dividing fees with taxicab drivers who bring candidates to be married; and helping young people to evade the laws of their own States. It is pointed out that aside from the unfortunate atmosphere and the lack of solemnity which are likely to surround ceremonies conducted by 'marrying parsons,' many of the marriages are actually illegal or at least socially inadvisable. Numerous cases of age-falsification, bigamy and other illegal practises have been traced to marriage-market towns."

Miss Richmond and Mr. Hall are warm in their praise, however, of the high standards maintained by certain clergymen, citing, for instance, the "Rule of Three" of a Protestant Episcopal minister who regularly requires:

"1. Proof that the candidates have known each other for at least three months.

"2. The presence of witnesses personally acquainted with the bride and bridegroom.

"3. A certificate from the family physician showing the bridegroom to be physically fit."

A Presbyterian minister, singled out for special commendation, tells how he has saved many would-be mates from pain and sorrow by personal interviews with the young people or their parents. Because of this opportunity of the minister for social service and spiritual influence, the report opposes those who think the civil ceremony should be the only one required by law. The author says:

"If the alternative choice of a religious or a civil ceremony that now prevails in this country were done away with, and the religious ceremony were left with no legal standing, many persons who now by preference are married by clergymen might be unwilling or unable to have both kinds of ceremony, and therefore would be married only by the obligatory civil forms. It does not seem wise thus to discourage a relationship which might be made of positive value in the after-lives of the people concerned."

For putting the "marriage-market town" out of business, the authors recommend nine definite measures. The most important is the passage of a law requiring every application for a marriage license to be made at least five days in advance of its issuance. Such a law is now in force in twelve States, including all the New England States, and the authors find that in every commonwealth where such a law has been in force any considerable time, there is not a "marriage-market town" left. Among the other important recommendations offered are these:

"Let there be established in each State, preferably in the office of the registrar of vital statistics, a bureau of marriage-law supervision. Local administration as to health, education and charities is supervised now by the State, but the more than 6,000 marriage-license issuers in the country do their work almost entirely without supervision.

"Require each candidate to obtain a license in the place within the State where he or she resides. Issue licenses to candidates from outside the State only after they have presented a license previously issued in the place where the bride resides, this being proof that they are qualified to marry by the law of her home State.

"As rapidly as possible let the States which still allow girls of twelve years to marry, with their parents' consent, raise the minimum age to sixteen.

"For better civil solemnization of marriage, require all fees for the ceremony to be turned over to the city or county. Allow only a limited number of justices of the peace to officiate, these being specially commissioned for the purpose by the Governor, and their commissions being made revocable.

"Let denominational bodies deal with the commercial practises of marrying parsons, and let the clergy themselves, conscious of the rich social and spiritual implications of the marriage ceremony, develop standards for religious solemnization through their ministerial associations and through instruction in the theological seminaries."

## WHY A MISSIONARY?

DOUBTERS AND SCOFFERS MAY FIND an answer in the reply of Dr. E. Stanley Jones, famous missionary, evangelist and author, made at a testimonial dinner given to him recently in New York—a dinner attended by 1,000 persons representing twenty-four city, national, and international organizations and numerous denominations. Not because the nations to which they go are the worst in the world, says Dr. Jones, as his reply is summarized in the New York *Christian Advocate* (Methodist). "Paganism is not something that can be pointed to on the map; it is something in the spiritual realm. Frontiers to-day are not geographical but moral. We go to the East," he says, "because it is a part of the world, and what we believe in for ourselves we believe is valid for the rest of the people of the world. We are not presenting Western civilization to the East, for Western civilization is only partly Christian. We tell the East to take what it finds good in our civilization, but we do not make it the issue." Neither do missionaries impose their ecclesiasticism on the East, "for we have built up around Christianity some things that are Christian and some that are not, some that will stand transplantation and some that will not. We put our ecclesiasticism at the disposal of the East and say, 'Take what is good and will fit into your own national life.'" Dr. Jones goes on:

"What we are trying to do is to give them Christ and to let them interpret Him through their own genius and life. If the East can show us something better than the Christ, then we will sit at the feet of the East.

"One of the first things that impel us as missionaries is a basic belief in men. The missionary enterprise believes in people, apart from race, birth, and color. It says there are no permanently inferior peoples. There are undeveloped races, but there are untold possibilities in every human personality. A negro preacher to the American Indians laid the foundation of the missionary work of the Methodist Church. A Mohammedan looked at some of the outcastes of India who had been lifted out of their lowly condition by Christian missionaries and said, 'Here you have turned animals into men.' There is possibility in every person, no matter how humble his present state.

"We believe that each nation has something to contribute to the life of the human race. It would be a poor thing indeed for us to try to Anglo-Saxonize the world. It takes many instruments to make up a symphony, and many peoples to make a harmonious world. There is no mere giving nation and no mere receiving nation any more. All must be giving, all receiving. We expect to get back from the East as much as and more than we give.

"As we believe in the people of the world we want them to develop economically, politically, socially, and morally. We do not believe the non-Christian faiths can produce this development. No nation can rise higher than its inmost thinking; no nation can be lifted until you lift the ideals that paralyze the life. The bloodclots that paralyze the soul of India are Kismet and Karma. The Hindu gets under difficulty, and says, 'My Karma is bad.' It paralyzes him and he sits down. The Mohammedan gets under difficulty, and he says, 'My Kismet is bad.' Both tend toward fatalism; both tend to produce that fatalistic conception of life that has made the East non-progressive."

India will not permanently rise, believes Dr. Jones, until Kismet and Karma are replaced by the Cross:

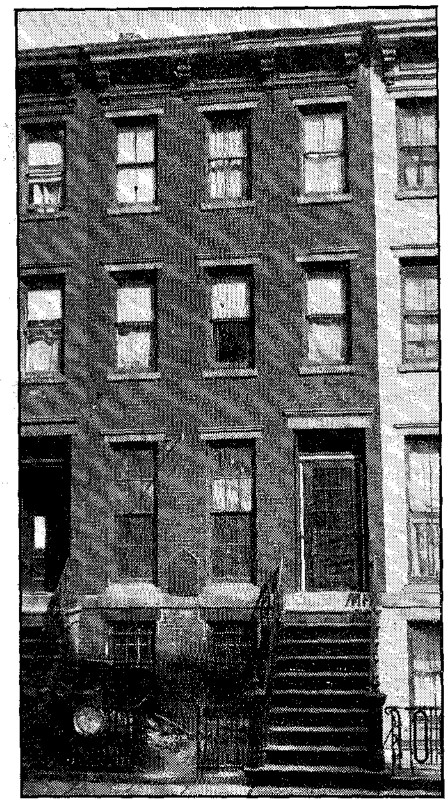
"The Cross stands for that optimism won out of the heart of pain. I have looked into the soul of the East; I have let the non-Christian speak at his highest and best, but I have come to the conclusion that these faiths are bankrupt. But they have very great assets; one can still have assets and be bankrupt. They have not sufficient resources to pay off the obligations they owe to their devotees. Every economic and social evil in the East is rooted in religion, and you can not raise the people in other realms until you change the religions.

"Christ in life is inescapable. An Indian said, 'Begin at India and her needs and you come out at the place of Christ.' It was Henry George who said, 'I love the people and was led to Christ as their best friend'; and it was Cardinal Manning who replied, 'I loved Christ and was led to love the people for whom Christ died.' It was a Hindu who said to me, 'No one but Christ is seriously bidding for the heart of the world. There is no one else in the field.' The modern man knows he must be religious after the mind of Christ or not be religious at all.

"Everything is changing and being modified in the East. 'All our customs are in the cooking pot,' as an Indian said. Everything is changing except Christ. He stands unmodified, forcing modification upon everything."

## NEW YORK'S NEGRO JEWS

MOST OF THE STRANGE RACES and sects of the world are represented in the ample lap of New York, but it may occasion surprize that Harlem, the great city's "little Africa," has a bit of Abyssinia, too—a negro sect which mixes the Jewish and Christian religions, and two other negro sects which worship according to orthodox Jewish religious rites. A kosher butcher related the fact to M. Shapiro, a Jewish business man, who carried the information to the New York *Sun*. Carl Helm went to investigate, taking with him W. B. Seabrook, author of "The Magic Island," one of the Literary Guild's recent books, which treats deeply and sympathetically of the religion of the Haitian negroes, which the white men call voodoo. The guide took the two men to an old brownstone house, in front of which swung a small sign: "The Commandment Keepers. Holy Church of the Living God. Pillar and Ground of the Truth. Services Friday, Saturday, Sunday. Bishop A. W. Matthews." Inside was a small congregation, waiting. The curious men saw a piano, on top of which were several tambourines, a triangle, a pair of brass cymbals, and a guitar. Behind the pulpit was another guitar, and on a table in front a saxophone. "They play those," said Mr. Shapiro. Odd, thought the reporter. "Not at all odd," interrupted Mr. Seabrook, as the reporter goes on with the story:


Underwood & Underwood photograph

A NEGRO SYNAGOG

This old brownstone house in Harlem, New York, is used by a negro congregation whose worship is a strange mixture of the Christian and Jewish religions. The sign seen dimly in front reads: "The Commandment Keepers. Holy Church of the Living God. Pillar and Ground of the Truth. Services Friday, Saturday, Sunday. Bishop A. W. Matthews."

" 'They have every biblical right to those instruments, and to play them in their services. What was it King David played as he danced before the Ark of the Covenant?'

" 'The kynor,' said Mr. Shapiro. 'That would be the saxophone. And the guitar would be the nevel, and the tambourine the tupim, those being the Hebraic designations.'

"On one wall was the Hebrew alphabet. Bishop Matthews holds classes during the week to teach Hebrew. Near it a design of double triangles with an inscription in Hebrew. The Ten Commandments, in full. A blackboard with the inscription, in unmistakable English: '$175 Needed at Once.' Another placard: 'Wait for the Power That Fell Pentecost.' Another: 'People Prepare to Meet Thy God. Jesus Saves.' In the rear window a pane of stained glass with the Christian cross and the crown.

" 'This congregation,' explained Mr. Shapiro, 'is the most liberal of the three. They accept Jesus. Some of the people accept Him as one of the prophets, of the rank of Moses. Others of them, it seems to me, accept Him as divine. They believe that they are the pure, the original Israelites of the tribe of Judea, and that the white Jews all are of the ten lost tribes.'

" 'Undoubtedly they have a good basis for their belief that they are of Hebraic extraction,' said Mr. Seabrook. 'They are Abyssinians, are they not?'

" 'They say so,' replied Mr. Shapiro.

" 'There is the biblical account of the visit of the Queen of Sheba to King Solomon,' Mr. Seabrook continued, 'and the legend that she was an Ethiopian.'

" 'Yes, that is true,' said Mr. Shapiro. 'Bishop Matthews, who should be here any minute now, speaks Hebrew with an Arabic accent, something one hears very seldom. It is Palestinian Hebrew that he speaks; pure Hebrew.' "

This congregation, went on Mr. Shapiro, is at once orthodox and unorthodox. Its members eat only kosher meat. They keep the Sabbath on Saturday. They fast on Yom Kippur, eat matzos during Passover, and some of them send their children to Jewish schools. But they do not deny Jesus. The other two negro congregations—the Congregation B'nai Beth Abraham and the Torah Beth Zion—do deny Jesus. While the three were talking Bishop Matthews entered suddenly. He welcomed the visitors cordially, and went to the pulpit. By now a dozen or more women were present, and one began running a few scales on the saxophone. The piano began "The Cloud and the Fire."

"The music started slowly, in a measured march tempo. The tambourines beat the time. The cymbals caught the beat. The triangle tinkled the off-beats. One verse. Two verses. The third verse—the tempo picking up. The piano gives a run in the bass chords—a trace of syncopation. The song rises louder. Bodies begin swaying to the time. It picks up, up, to a quickstep.

" 'So the sign of the fire by night, And the sign of the cloud by day; Hov'ring O'er—Just before—As they journey on their way.'

"The tambourines beat and rattle: Dum ta-da dum. Dum ta-da dum.

" 'Shall a guide and a leader be, Till the wil-der-ness be past; For the Lord our God—in His own good time—Shall lead to the light at last.'

"Over and over they sang it. They ran out of verses, and still they sang. The chorus again and again. Their feet beat time on the floor. They were jazzing it; evenly, an infectious swing. A large negress in a black fur coat rose from her seat and began slowly swaying in the aisle. There were shouts of 'Halleluiah!' 'Praise the Lord.' The music beat faster, faster.

" 'That's African,' said Mr. Seabrook, his eyes alight with excitement. 'That's the beat of the drums! Dum ta-da dum; Dum ta-da dum. It's the beat of the drums!' "

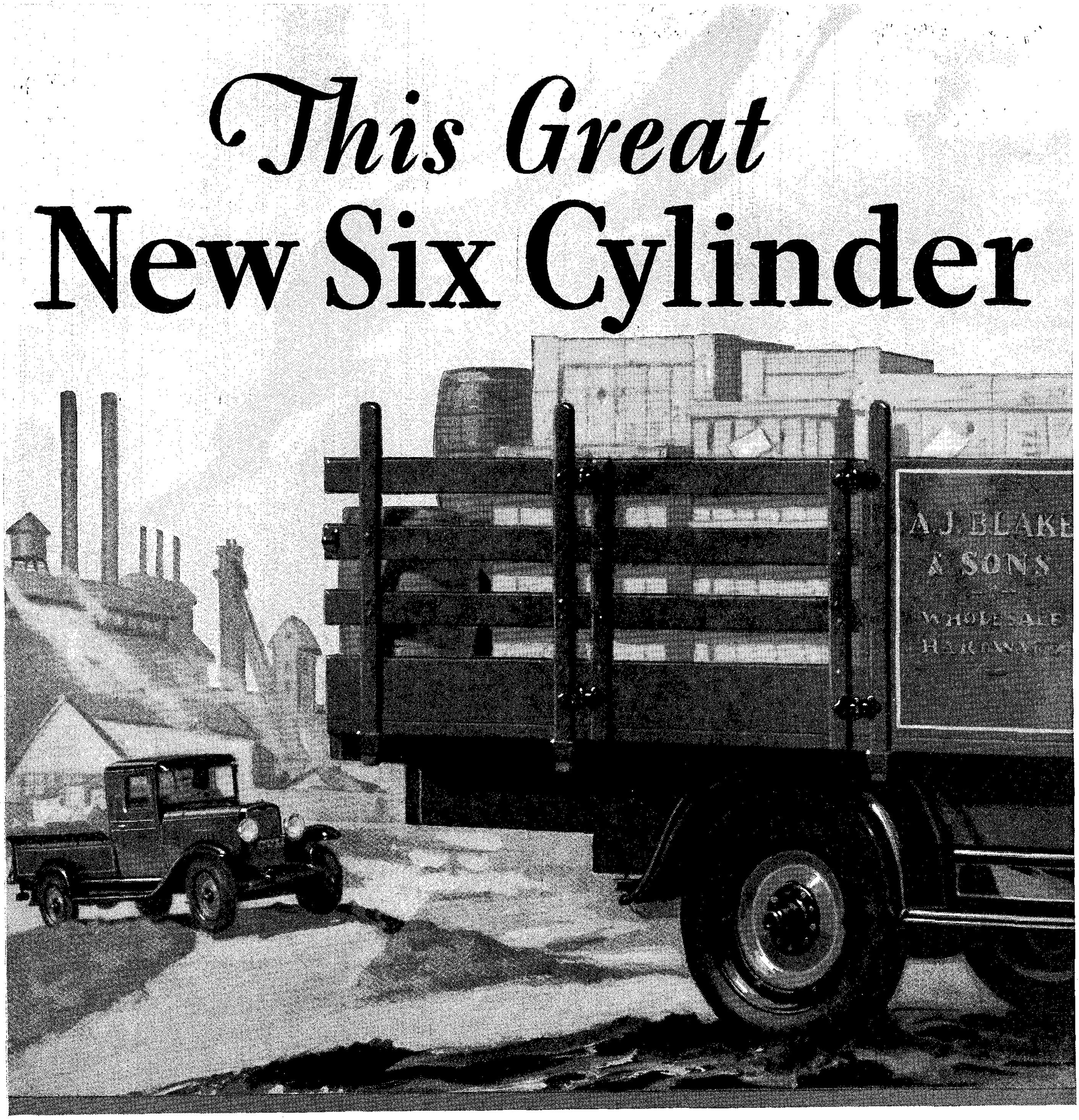
Another hymn was started. The Bishop shook his tambourine, and they sang:

" 'He brought me out of the mi-ry clay; He set my feet on the rocks to stay—He puts a song in my soul to-day. . . . ' Again it started slowly, then picked up and up until it was almost fox-trot tempo. They worked up to a peak. The woman in the white smock swayed as she blew the saxophone. They reached the peak again, and then stopt.

" 'Halleluiah! Praise the Lord,' said the Bishop. He rose and put around his shoulders a white silk prayer-shawl. The congregation rose. In a voice that pounded even and strong, raising to a climax and then dropping again, he began to pray. He said a sentence or two in Hebrew, then explained it in English. He prayed for God's blessing on his 'true children of Israel.' He prayed for all others that they might 'see the light.' He prayed for the President, for Congress, for 'the sheriffs and the judges of our land.' Now and again he uttered phrases in Hebrew. He ended a fifteen-minute prayer by beginning to read the Ten Commandments. The congregation joined him. Then he announced the Bible reading. It might take an hour, Mr. Shapiro said. The visitors rose to go."

*This Great*

**New Six Cylinder**



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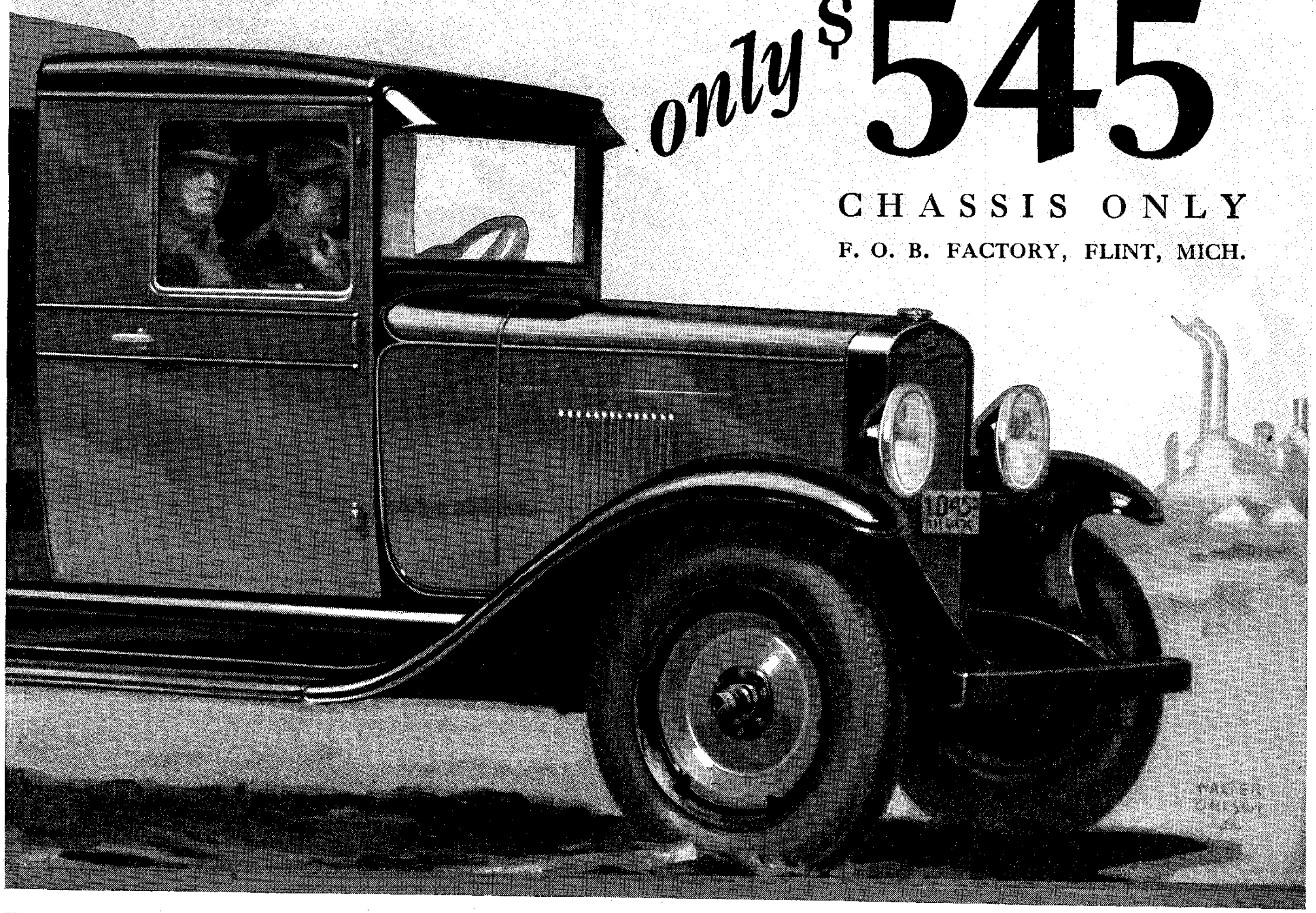

AT A PRICE of only $545, the new six-cylinder 1½ Ton Chevrolet Truck offers a dollar-for-dollar value that has never been equaled.

Its new six-cylinder motor provides a power increase of 32%. It accelerates faster in every gear. It operates smoothly and quietly—with unusual freedom from "lugging" at slow speeds. And its fuel-economy equals that of its famous 4-cylinder predecessor! Combined with this increased power and finer performance is a wheelbase of 131 inches and rugged 189-inch frame. This provides a carrying capacity of 1½ tons, and permits the mounting of all types of bodies with a load space up to 9 feet.

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Investigate this remarkable truck at your Chevrolet dealer's today.

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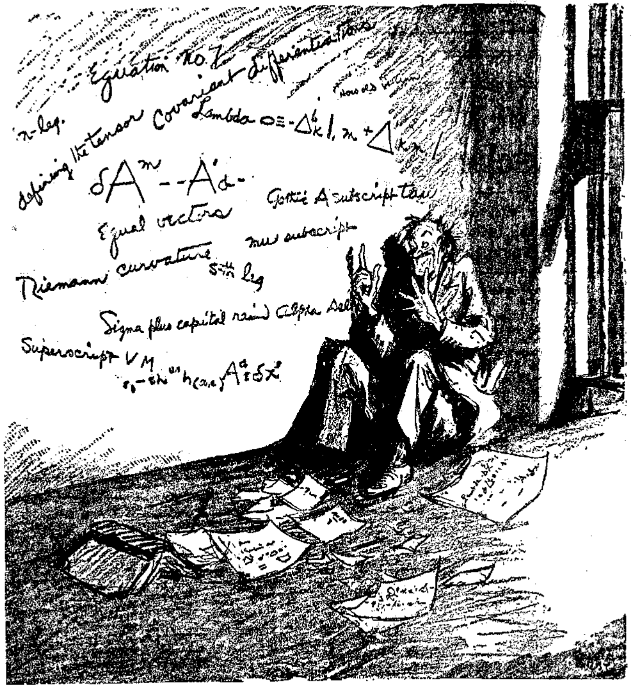
# SCIENCE ▾ AND ▾ INVENTION

## EINSTEIN ON THE EINSTEIN THEORY

PROF. ALBERT EINSTEIN, whose celebrated theory of relativity has now been advanced by him to a third stage, in which he believes he has reduced electric and gravitational attractions to common terms, contributes an article to the New York *Times*, in which he sets forth for the ordinary reader what he conceives to be the services, methods, and results of his work. Much of this popular exposition is still difficult for any one unfamiliar with higher mathematics, but it is, on the whole, not only clear but masterly. He asserts that his theory is only the continuation of a revolution in physics and astronomy that has been going on since Newton's time—the explanation of how things act, not by ascribing certain properties to the things themselves, but by reference to the properties of the space between them—a view which he says has done much and will do still more toward simplifying our ideas. It began with the wave theory of light, in which that phenomenon is explained by the undulations of something outside of the source, and it was continued with the now familiar ideas of the electric and magnetic "fields"—peculiar conditions of the space outside electrified and magnetized bodies. This space is all the same, no matter what bodies or substances occupy it; and if its properties were once entirely known, we should find one single explanation of electricity, magnetism, gravitation—in fact, of all physical and chemical phenomena. This view, even to those who can not altogether accept it, certainly fires the imagination. Writes Professor Einstein:



A BEST MIND TACKLES THE EINSTEIN THEORY.

—Kirby in the New York *World*.

> "While physics wandered exclusively in the paths prepared by Newton, the following conception of physical reality prevailed: matter is real, and matter undergoes only those changes which we conceive as movements in space. Motion, space, and also time are real forms.
>
> "Newton consequently called space 'absolute.' In his system there was a third constituent of independent reality—the motive forces acting between material particles. These were regarded as unconditionally associated with the particles themselves and as distributed spatially according to an unchanging law.
>
> "The physicists of the nineteenth century considered that there existed two kinds of such matter, namely, ponderable matter and electricity. The particles of ponderable matter were supposed to act on each other by gravitational forces under Newton's law, the particles of electrical matter by forces also inversely proportional to the square of the distance.
>
> "Mere empty space was not admitted as a carrier for physical changes and processes. Consequently Newton dealt with the fact that light is propagated in empty space by making the hypothesis that light also consists of material particles. To this extent Newton's view of nature involved a third type of particle.
>
> "But even in the eighteenth century it was clear from experience that light traveled with a definite velocity, a fact which obviously fitted badly into Newton's theoretical system, for why on earth should the light particles not be able to move through space with any arbitrary velocity?
>
> "It need not, therefore, surprize us that this theoretical system, built up by Newton with his powerful and logical intellect, should have been overthrown by another theory of light. This was brought about by the wave theory.
>
> "This theory upset the view that everything real can be conceived as the motion of particles in space. Light-waves were, after all, nothing more than undulatory states of empty space, and space thus gave up its passive rôle as a mere stage for physical events.
>
> "Then the ether was invented, penetrating everything, filling the whole of space. By this procedure space itself had been brought to life, since the ether was considered to be a sort of matter which could nowhere be removed.
>
> "To become fully conscious of this change in outlook was a task for a highly original mind. Faraday was this favored spirit. His instinct revolted at the idea of forces acting directly at a distance. If one electrified body attracts or repels a second body, this was for him brought about not by a direct action from the first body on the second, but through an intermediary action. The first body brings the space immediately around it into a certain condition which spreads itself into more distant parts of space. This condition of space was called 'the electric field.'
>
> "Maxwell then discovered the wonderful formulæ which finally built the bridge between the theory of electro-magnetism and the theory of light. It appeared that light consists of rapidly oscillating electro-magnetic fields.
>
> "After Hertz, in the 'eighties of the last century, had confirmed the existence of electro-magnetic waves and displayed their identity with light, people slowly accustomed themselves to the idea that the physical states of space itself were the final physical reality.
>
> "At the turn of the century physicists began to be dissatisfied with admitting two kinds of physical reality: the field and the material particles. Attempts were made to represent the material particles as places where the fields were exceptionally concentrated. Such representation would have been a great achievement, but it has not been accomplished. This dualism is to-day sharper and more troublesome than it was ten years ago.
>
> "We shall not here discuss questions concerning molecular theory, but shall describe the improvements made in the field theory during this century. These all arise from the theory of relativity.
>
> "The first stage, the special theory of relativity, owes its origin principally to Maxwell's theory of the electro-magnetic field. Up to that time the electric field and the magnetic field were regarded as existing separately. But the special theory of relativity showed an essential identity of the two types. Relationship of this kind, displaying an identity between different conceptions, are a characteristic feature of the theory of relativity.
>
> "The second stage is the so-called general theory of relativity. This theory recognizes that not only velocity but also acceleration are without absolute significance. It then compels a much more profound modification of the conceptions of space and time than were involved in the special theory."

The special theory, Einstein goes on to say, recognized time as a dimension of space, coordinate with length, breadth, and thickness; but this space was still the space that Euclid dealt with in his geometry, which, we had been taught to believe, represented reality. In the general theory, Einstein finds a space related to the Euclidean somewhat as the curved surface of an egg-shell is related to a flat sheet of paper. Going still further, he explains, he discovers that the only space in which the same mathematical treatment will represent the properties of both the electrical and the gravitational fields is one midway between the Euclidean and the one that he had previously used. By studying mathematically the properties of this space, he has, he says, advanced his theory to a third stage, in which the phenomena of electrical and gravitational attraction are for the first time unified. This, it will be noted, has been accomplished by studying, not matter nor electricity, but the properties of the space in which both exist.

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## ALICE IN EINSTEINLAND

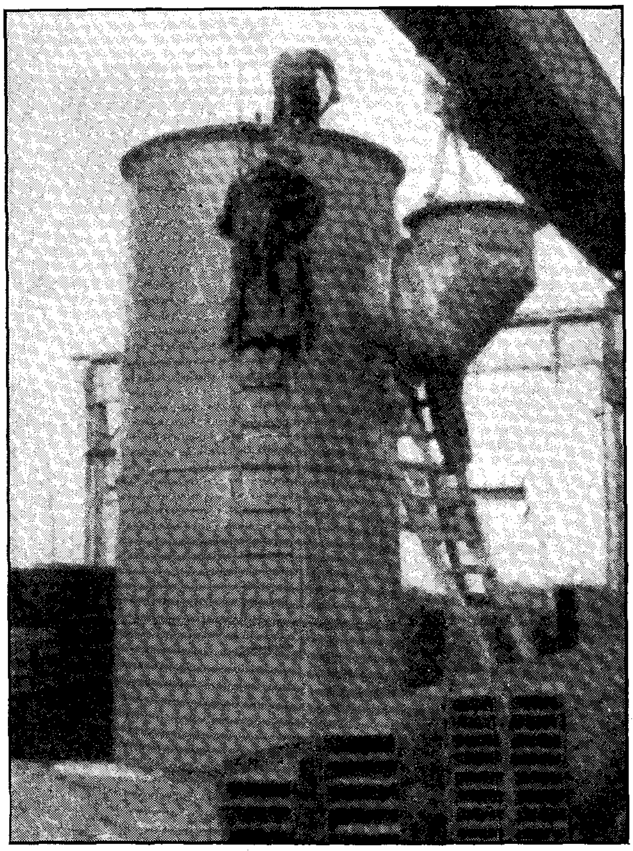
THE following clever skit, which is at once a parody of the celebrated "hatter's tea party," in "Alice in Wonderland," and a jocose exposition of what the ordinary reader may consider the vagaries and paradoxes of the relativity theory, is from the column headed "By-Products," in the New York *Times*. Says the "colyumist":

"'As for this new discovery of Einstein's,' said the Hatter, 'suppose we postpone our discussion of it to yesterday?'

"'Don't be absurd,' said Alice. 'You can only postpone things to the future.'

"The Hatter's smile was not unkindly.

"'Not if you were an electron traveling backward through infinity with the speed of light, you wouldn't,' he said. 'You'd pretty soon see yesterday, and then the day before yesterday, and then your last birthday, and pretty soon you'd be one day old, and so forth.'



THE WORLD'S LARGEST SILENCER

Before the silencer was put in, the engine could be heard fourteen miles. Now it can barely be detected two blocks away.

"'I think she must have had a red face,' said the Dormouse, speaking with an exceptional field of gravity.

"Alice came very near losing her temper.

"'I wish you wouldn't try to be impudent and vulgar,' she said. 'I am not an electron, and I trust I have better manners than to go moving backward anywhere like a crab.'

"The Hatter had by this time grown really fond of Alice, and would not have her break up the party for anything.

"'Very well,' he said, 'I shall explain the matter to you right now; but you understand, of course, that I shall frequently have to express myself in the fourth dimension.'

"'And what is that?' said Alice.

"'You astonish me,' said the Hatter.

"'Don't you remember your grammar? First dimension, I am; second dimension, Thou art; third dimension, He, she, it is; fourth dimension, Nobody always anywhere hardly ever shall have was. If I were the Prussian Academy of Science I couldn't make it any plainer.'

"'I think you are talking nonsense,' said Alice. 'Those weren't dimensions in grammar you were reciting, those were persons. First person, Second person, Third person, and that's all. Whoever heard of Fourth person?'

"The Dormouse looked up timidly.

"'In the subway,' he said, 'I have frequently seen as many as four persons at one time.'

"But Alice merely sniffed and turned her back.

"'Very well,' said the Hatter, 'call them persons. And what would be the past tense of the second person singular, Thou?'

"'Persons and things don't have tenses,' said Alice, curtly.

"'You think so, hey?' said the Hatter, wiping the salad bowl carefully and putting it on his head like a skull-cap. 'Well, you'd pretty soon find out how many future and past tenses Thou havest if you were moving through infinity with the speed of lightning. Why, Alice, out in Betelgeuse—how old are you?'

"'I shall be eleven next May,' she said stiffly.

"'Well, out in Betelgeuse, which is only 200,000 light-years away, do you know how old you are, right now? You are minus 199,989 years old, and you couldn't be expected to understand what happens to Thou when it passeth through a gravitational field of force and hits a pile of electro-dynamite.'"

Another "colyumist," Mr. Nunnally Johnson, of the New York *Evening Post*, also has his explanation:

"Reduced to its essentials, the new field theory, as the good Herr Doktor calls it, is just about as simple as his famous relativity theory—just about. In the previous theory, as will be remembered, time was considered as a dimension—or was it? In any case, that was the impression gained through talking with a gentleman in Bellows Falls.

"So, if a man went to work to measure the dimensions of a box in Akron, Ohio, he had to be careful, because the sun was traveling westward, and no matter how carefully he worked the thing out, the results would not be the same in Sacramento, Cal.—or would they? Roughly, anyway, that was the idea.

"In the new theory Doktor Einstein has proved that electricity is the same as gravity, but costs more. In other words, you could go to the electric light company and say, 'Well, I am going to rip out your equipment and put in gravity,' and they would say, 'What is gravity?' and you would answer, 'Gravity is what makes an apple fall on somebody's bean,' and they would probably say, 'You will get a fat lot of light having an apple drop on somebody's bean.'

"In a case like that there are two moves possible. One is to say, 'Maybe you're right, and let's drop the subject,' and the other is to go home with an apple and see what it gets you."

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**THE WORLD'S LARGEST SILENCER**—Starting with a little device attached to the end of a gun barrel, and weighing about six ounces, the Maxim silencer has grown to a structure over twenty feet long, seven feet in diameter, and weighing over 26,000 pounds. Such are the dimensions and weight of the silencer on the largest Diesel engine yet built in the United States. Says a press bulletin issued by the Tucson Light and Power Company, at whose plant it is installed:

"The engine's rated capacity is 3,750 horse-power. It drives electric generators in a land where coal and water are expensive, and Diesel power from oil is the only practical source of energy. The engine has an exhaust pipe thirty-two inches in diameter. The noise that came out of this pipe when the engine was started without a silencer could be heard fourteen miles. When the silencer was installed, it could only barely be detected two blocks from the plant. A duplicate silencer is being built by the Maxim Silencer Company at Hartford, Connecticut, for a duplicate engine now being installed. It is significant of the trend of the times, when a structure weighing 26,000 pounds is made use of to secure nothing but noise-abatement."

## FLORIDA'S NEW OIL CROP

ADOPTING A TREE known more than five thousand years for its uses in the fine arts and commerce, Florida has planted its seeds, nurtured it for 22 years, gathered its first crop a few days ago and now gives it, the oil of the tung nut, to the United States as a new industry that reaches to every corner of the earth. This, at least, is the claim made by Aloysius Coll, writing of the new crop in the St. Petersburg (Fla.) *Times.* Recently, he says, the first crop from 4,000 acres of the Chinese tung trees started through the processes which extract the oil from the nuts and start them on their way for use in high-grade paint and varnish manufacture, for insulation in electric factories, for hardening and drying rubber products, and thousands of other uses which will increase in number when the supply can be made to meet the demand. To quote Mr. Coll:

Courtesy of the Florida Department of Agriculture

THE "OIL-WELL OF FLORIDA"

"Above ground, not under it, and a source of wealth more certain than the discovery of a gold-mine." A Chinese tung-nut orchard in blossom in Florida.

"It is believed that the tung-nut tree grows faster, makes more fruit, and thrives in every way far better than in the land where it was first discovered. It may, in fact, become the 'oil well of Florida,' above ground, not under it, and a source of wealth more certain than the discovery of a gold-mine. For 22 years the U. S. Government, the Florida Department of Agriculture, the University of Florida, the chemists and plant experts of the paint and varnish industry—all have poured in money, time, training, and experience to make certain what seemed a miracle. It is said that around $1,000,000 would not cover the expenditure made so far to study this tung tree, to plant it, study its habits, its characteristics, its demand for nourishment, the effects of fertilizer upon leaf and fruit bud, for the groves already planted, and the seed collected for extensions, and for the plant which at last is extracting the oil.

"There has never been a time when there was a sufficient quantity of tung-nut oil. Paint and varnish makers have been compelled to change formulas because they feared lack of a supply at critical times. The oil is used in all electrical insulation, because it is the best weather-proofing material known. Even where the cellulose paints and varnishes have come into use, tung oil must be used as an undercoat, or the other grades of quick-drying materials will peel off."

The United States, Mr. Coll tells us, is far ahead in the consumption of tung-nut oil. This country imports about $15,000,000 worth from China. To meet the demand, Florida should plant 100,000 to 400,000 acres in tung trees, becoming a possible barrier for a monopoly on tung-nut oil just as she is looked upon as a possible field for the production of rubber. To quote again:

"Conditions here are superior to anything afforded in China. The capacity of the new plant at Gainesville is 60 gallons of oil an hour—equal to the employment of 1,000 Chinese coolies, who work the crop in the crudest of methods. The tree bears transplanting very well. Out of 134 trees with three-inch diameter, planted January, 1927, practically every one survived, and by November, 1928, many of these bore 25 to 30 nuts, showing little tendency to halt in production.

"The tung needs no long and tedious process of grafting. The nuts ripen in October and November in Florida. They are allowed to lie on the ground just as they fall, to dry and cure. Rains will not hurt them, even in long periods.

"The tung tree in Florida has a strong tap root, four or five feet, giving it strength against the wind and a feeder for moisture at depth. It throws out a very thick network of feeding roots close to the top of the soil.

"The tree does not like lime, preferring a slightly acid soil. This is of enormous advantage, because most Florida soils have an acid content.

"The Gainesville plant is the first of its kind in the world. There was on the market no machinery built especially to remove the hulls from the tung nuts, no screens to fit the size, no press especially adapted to this use. Machinery for handling castor-oil beans and peanuts has been installed, with modification to suit this peculiar operation.

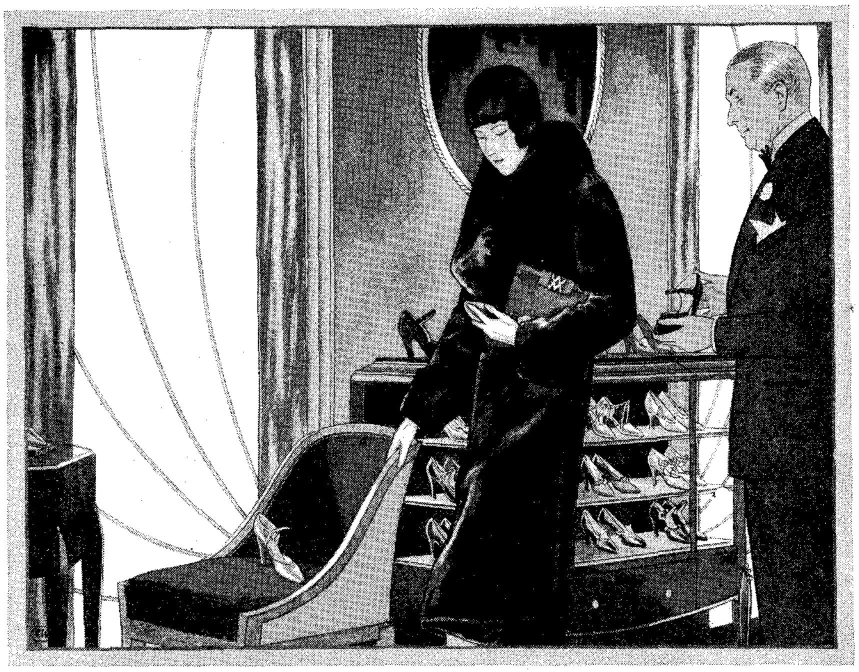
"As the industry proceeds and grows in this state, it is planned to allow the nuts to drop in the groves, cure on the sands, and then harvest them in a process similar to the short-cut taken in the modern wheat field. The hulls will be discarded, and left in the grove for humus, and the cleaned nuts will then be transported to the nearest mill for grinding and extraction of the oil. The oil will flow direct to large tanks, to be loaded into tank cars or barrels."

**SCIENTIFIC CHILD-ADOPTION**—Years ago when a person wanted to adopt a baby all he had to do was to go to a foundling home, look over the babies, pick out the one he liked best, and take it home. But this method did not work out well. Babies taken in a hurry were returned for many reasons. Nowadays, says *Hygeia* (Chicago), more discrimination is used, and babies can not be had for the mere asking. Home-finding societies investigate the economic condition, the environment, even the attitude toward education and general outlook on life of the foster parents. Babies are thoroughly examined, and not given out unless they are in good health and of normal mentality. Dr. A. Levinson offers some practical advice to prospective foster parents in the magazine named above, which runs in substance as follows:

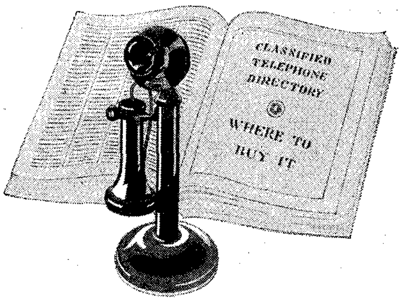
"The greatest attention should be paid to the health of the child. It is wise to have the family physician examine him in addition to the examination made by the society. It is not desirable to adopt a baby in the first few days of its life. Some abnormalities may not manifest themselves so early. The average child is better off in the home of younger parents. It takes strength and energy to take care of a baby, and persons over fifty—many of whom wish to adopt children—usually do not possess either. Childhood finds its normal expression in the home of young parents. Foster parents need to be warned not to spoil their children. They are usually more worried about the children than are natural parents. In their fear of not doing enough, they overdo. They must learn to treat the adopted children like human beings, training themselves to love without pampering and to discipline without fear."

# *Before the shopping trip . . .*

# find where to buy the articles you want in your Classified Telephone Directory



*With no wasted effort you can find, for instance, the store which sells your favorite line of shoes.*



HAVEN'T you often found your Bell System classified telephone directory useful in locating the most convenient bookseller, cleaner, plumber, coal dealer, piano tuner, etc.?

Now a new feature gives you added service in finding where to get the articles and services you want.

Suppose you have read an advertisement of a certain brand of shoes, and want to know where it is sold in your neighborhood.

Or you need linoleum, paint, window shades, luggage; or you must have immediate service on your washing machine, vacuum cleaner, radio.

Your classified telephone directory lists advertised articles under their own names and familiar trade-marks.

With each product you will find a short descriptive paragraph, and a "Where to Buy It" list of local dealers or authorized service stations, their addresses and telephone numbers.

This new convenience will save you miles of steps. Make a list of the things you want—and the stores that sell them—before every shopping trip. Or when you move into a new neighborhood, look in your classified directory for the stores that sell the articles you need and have always used.

*Your classified ("Where to Buy It") telephone directory makes shopping easier.*

The "Where to Buy It" feature is new and, therefore, incomplete. But it is growing rapidly. Many articles are already listed, and others are being added as new editions of the telephone books are issued. Manufacturers and business men are welcoming this new trade-mark listing feature as an effective way to let you know exactly what stores and dealers in your community carry their advertised products.

Your classified telephone directory "tells who sells" the things you want. Use it freely.

**"WHERE TO BUY IT"** THE NEW SERVICE IN YOUR CLASSIFIED TELEPHONE DIRECTORY

## MISSISSIPPI RELIEF NO CELLAR EXCAVATOR'S JOB

THIS WARNING REGARDING the new flood-prevention work on the Mississippi is given to both engineers and contractors by *The Engineering News-Record* (New York), which has recently sent a staff representative to the future scene of action to report on the problems to be solved and the preparations to meet them. According to him, what is to be done will largely require new methods, demanding careful thought and specific planning, and he can not see that much progress has yet been made in this direction. If the managers of this stupendous new work expect to carry it on by carting and dumping earth in the good old way in vogue about 1860, they are doomed to failure. Machinery, methods, and operations must be specially devised, and not much time is left to do it. We read:

"Down along the Mississippi the stage is set for new performances. Construction work is to be done to the tune of twenty to thirty millions of dollars a year, in carrying out the official flood-control project. Operations quite new to the Mississippi are to be executed, and the large issues involved make it imperative that they be done efficiently and rapidly, which means by thoroughly planned, high-production methods. To devise these methods and prepare for applying them is the great task of the construction industry—contractors and plant builders alike.

"The very nature of the task forbids leisurely experimentation.

"Those who are to provide the machines and the constructing ability must be ready for their part from the beginning. There is too much at stake to permit anything else. At tremendous cost the nation has undertaken the responsibility for protecting the valley, and the execution of the official plan, be it right or wrong, must be attacked promptly and vigorously.

"The work is new. Levee-building requirements are fundamentally different from those heretofore prevailing. Except on the floodway levees, perhaps, the time-honored procedure of scooping up earth from a convenient near-by borrow-pit and throwing it over into the embankment is out of the picture. Material must be brought from a distance—half a mile away, or miles away, according to the conditions of the individual location. The old levee-building machinery is helpless in the face of this demand. Deposition and compacting also are likely to offer new requirements, if the broader and safer levees contemplated in the project are to be, in fact, more dependable than the random heaps of earth that often had to suffice in the past.

"So far, the Mississippi River Commission, which is charged with the direction of the work, has not found time to do much toward laying before the contracting and equipment industries the peculiar requirements of the task they will soon be called upon to perform. What kind of material is to be handled, where it can be obtained, how far it must be hauled, to what extent it must be sorted, mixed, and compacted, and where and how it shall be placed with respect to the existing levee mass—these matters remain unknown. Knowledge of each and all of them is essential.

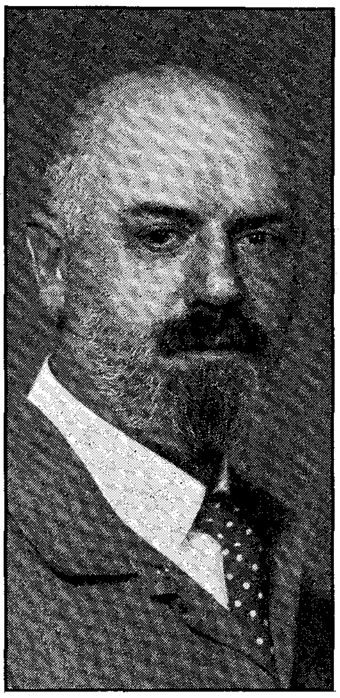
"It should be remembered that the working season and the fiscal year governing appropriations and contracts do not coincide, so that it is the fiscal year beginning next July which is to see the real beginning of major construction. Accordingly there are several months of preparation time for planning; but in view of the nature of the problem, this is a very short time.

"As already indicated, the problem of building the great new levees is distinguished by two major features: first, each locality will present different governing conditions, not only as to kinds of material and the handling of labor, but also as to exposure to interruption by river stages; and second, the work involves huge quantities and long distances, and therefore will almost inevitably have to be handled on large-scale basis. It is no cellar excavator's job, but a great coordinated enterprise which requires to be laid out in sections of such size that efficient and systematized procedure can be developed."

## LIFE DECLARED TO BE POSSIBLE AT ABSOLUTE ZERO

THE RECENT ACHIEVEMENT of a scientific laboratory in Leyden, Netherlands, of attaining within one degree, Fahrenheit, of absolute zero, in solidifying helium, prompts the oft-recurring question, "What happens at absolute zero?" S. R. Winters, writing in *Tycos* (Rochester), has this to say on the subject:

"Dr. C. W. Kanolt of the Low Temperature Laboratory of the Bureau of Mines, who, in solidifying hydrogen, reached the lowest temperature ever recorded in this country, says that all life does not disappear at absolute zero.



AN EXPERT ON COLD

Dr. C. W. Kanolt has produced the lowest temperature ever recorded in this country.

"Dr. Kanolt declares: 'The accepted belief that all matter would cease to exist at absolute zero is a popular misconception. There is no justifiable reason for believing that nothing could live at such an extreme temperature. This common notion doubtless arises from a popular confusion of ideas—that is, the similarity between the fact that molecules are at rest at absolute zero and the erroneous conception that matter also ceases to function at this temperature extremity.'

"This writer inquired of Dr. Kanolt the basis for his reasoning. Since absolute zero is a theoretical condition, the answer necessarily was confined to actual knowledge of extremely low temperatures.

" 'Some very simple forms of life,' maintains Dr. Kanolt, 'can exist at very low temperatures. For example, a fish may be frozen alive and restored to normal condition without injury. It is reasonable to assume that a fish could be subjected to the extreme cold necessary to the production of liquid air. Once frozen, the fish would be immune to the temperatures in the neighborhood of absolute zero. If, however, such a frozen fish is to be restored to normal condition, the thawing would also have to be slow; otherwise, the fish would burst into pieces.'

"The coldest temperature produced by nature is said to have been recorded in Siberia, when the thermometer pointer shot downward 92 degrees Fahrenheit below the commonly accepted zero—yet this is about 368 degrees above absolute zero.

"At the Low Temperature Laboratory of the Bureau of Standards, equipment is now being installed for the purpose of producing liquid helium, which is an achievement heretofore unattained in the United States."

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**SWEETENING FROM CORN-COBS**—A compound about 300 times as sweet as sugar has been evolved from corn-cobs by Dr. Henry Gilman and A. P. Hewlett, organic chemists at Iowa State College, reports Science Service's *Daily Science News Bulletin* (Washington). It says:

"Should this new compound prove to be harmless to the body, it may become valuable as a sweetening for food for diabetic patients who can not use sugar. The work is in a preliminary stage, and the value of the new compound is undetermined, according to Dr. Gilman. Perhaps perfume bottles and household extract bottles in the future will be filled with compounds derived from corn-cobs. During the past year Dr. Gilman and George Wright have produced from the corn-cob many new compounds which may prove valuable as perfumes and food flavors. Altho physiological reactions of the new compounds have not been thoroughly determined, early tests have been promising. Most of the new compounds possess fruity, pleasant odors, while one especially promising compound may possibly be used for maple or walnut flavoring or as an added flavoring for coffee, raisin, caraway, and apple flavors also have been produced. One compound, a perfume possibly, has an odor resembling champaca, a heavy, fragrant perfume made from the flowers of an East Indian tree, while another compound has the fragrance of roses. The work with corn-cobs is a part of the work with agricultural wastes being done at Iowa State College. At a recent exposition in New York, a local anesthetic developed by Dr. Gilman and associates was shown. This anesthetic is approximately as effective as novocain."

# THIS IS A MATHEMATICAL CERTAINTY

*If a buyer starts out with the one thought and the one thought only that he wants his driving comfort to be as complete as is humanly possible, the contrast between Cadillac-La Salle and all other cars admits of only one decision.*

CADILLAC'S position as the leader of the fine car group is an accepted fact that one would scarcely think of challenging. On the basis of quality and value, the contrast with all other cars has always been so sharply drawn that a discriminating choice offered no real difficulties.

But within recent months Cadillac and the Cadillac-built La Salle have forged ahead to such an extent that you may not realize how vastly their superiority has been increased—especially from the viewpoint of safety and easy mastery of control.

Take these latter two points, which any one will quickly admit are of paramount importance in this day of high speed and congested traffic.

In braking, gear shifting, steering and all driving operations, there are no other cars in all the world that can compare with Cadillac or La Salle.

That is because, for one thing, you can not find in any other cars the Cadillac-La Salle Duplex-Mechanical Four-Wheel Brakes, the most powerful braking system ever developed, yet the easiest and quickest to operate.

In no other cars can you find the Cadillac-La Salle Syncro-Mesh Silent-Shift Transmission which enables you to shift your gears at any speed, under any conditions, without awkwardness or the slightest hesitancy. The operation is instantaneous as well as clashless.

These are safety features of the utmost importance, as is the improved steering mechanism, but there is also the Cadillac-La Salle crystal-clear, non-shatterable Security-Plate Glass. In the remote event of collision you cannot be injured by flying glass fragments; neither will there be any danger from the impact of stones cast up by the wheels of passing cars.

These are some of the new facts to add to those you already know about Cadillac and La Salle. When these new facts are yours through personal experience, and you have made comparisons with all other fine cars, one conclusion becomes as certain as a mathematical theorem: The buyer who seeks the greatest possible driving comfort must select a Cadillac or La Salle.

*In addition to 23 refreshingly beautiful Fisher Bodies for the new Cadillac and the new La Salle, there are 15 exclusive and exquisite custom-built models Fleetwood designed and Fleetwood built.*

*La Salle prices $2295 to $2875; Cadillac $3295 to $7000—all prices f.o.b. Detroit. Cadillac-La Salle dealers welcome business on the General Motors Deferred Payment Plan.*

CADILLAC MOTOR CAR COMPANY
*Division of General Motors*
Detroit, Michigan Oshawa, Canada

# CADILLAC-LA SALLE
# FLEETWOOD

# CURRENT POETRY

*Unsolicited contributions to this department can not be returned*

THIS poem in *The Nation* (New York) conjures up many memories, connotes much of life:

### ROADS

By Charles A. Wagner

There is a meaning in the shapes of roads.
There are roads that are powdered with dust
And go straight ahead and say nothing.
There are roads that stop for a drink
And bend away again with the roundness of a woman
Whose dress is trimmed high with red, and green.
There are roads that come suddenly into a town
Where a man who is thirsty and hot with the ugly sunlight
Finds the shade of a roadway store
And a cup of cider from a rotten barrel.
There are roads that step out of nowhere
And lead right back to nowhere again.
There are roads that begin with a weed
And flower into a perfumed garden
Where a lady sits on a stone bench
Letting herself be told things
That should be said in a garden.
There are roads that bend their branches over
Like tired arms begging no wind at all,
And there are roads that open their strong limbs
And enfold the tired traveler.

There are roads that wear their shawls of flowers
As love wears the garment of ecstasy.
There are roads that stop suddenly, like the coming
Of a mountain storm,
Where the dead trunks of lightning-shattered trees
Are like mute philosophers
Pondering on the bitter strength of Chaos.

There are roads where a girl comes the opposite way
And the spirit drops fire in a moment of passing.
There are roads to be walked alone,
And they are the most beautiful of all.
There are roads that climb a steep hill
To a white cottage where music and revelry
Await the starved, hungry hearts of loveless farm-boys.
There are roads that lead back—
Faint, tired roads.
There are roads that go two different ways,
And one way will always be the better
But there will never be returning. . . .
There are roads fringed with the crystal
Of forgotten promises and purposes,
There are roads scarred with wagon-tracks
Deep and light, for riders of revelry and riders
Of grandeur that ends in an empty mud-puddle.

There are roads that lead into the streets of big cities,
Roads that start in forest pools of mist and moonlight
And cross many bridges to spend themselves
Into the harsh suction of a hundred huddled streets.
There are roads that listen to stories of particular woe,
And there are roads that run with melody
At each new turning. . . .

But there are also roads,
Orphaned and lonely and waste,
That never knew the richness
Of a colored flower;
Meagre, starved roads
Where never a little foot
Cared to linger,
Where hungry sparrows
Pluck furiously at the earth
And scatter in alarm.

There is a meaning in the shapes of roads.

THE following poem has been popular in England for some time, tho known only in part. This is according to *Public Opinion* (London), from which we quote it and also its interesting history:

"It was written eight years ago," says *The Daily Chronicle*, "by Cecily Hallack, author of 'Beardless Counsellors' and 'Candlelight Attic,' as a message to a girl friend who complained that domestic drudgery was spoiling her hands for violin playing.

"A typewritten copy of the poem, without the name of the author attached, was dropt into the letter-box of a clergyman. This led to three verses of it being published in *The Home Missioner*, where it was seen by a maid in service in the Midlands.

"So perfectly did it express her own ideals that she dreamed she had composed it herself!

"As 'the work of a servant of nineteen years of age,' it found its way into the hands of a noted London preacher, who quoted it in a lecture, and caused it to be printed in his magazine.

"'At last,' says the Dolphin Press (10, Spring Gardens, Brighton), 'the author has consented to its publication, and the seven verses have been printed on a card, and illuminated by a border in which are depicted scenes referred to in the poem.'"

### THE DIVINE OFFICE OF THE KITCHEN

*God walks among the pots and pipkins.*—St. Teresa.

By Cecily Hallack

Lord of the pots and pipkins, since I have no time to be
A saint by doing lovely things and vigilling with Thee,
By watching in the twilight dawn, and storming Heaven's gates,
Make me a saint by getting meals, and washing up the plates!

Lord of the pots and pipkins, please, I offer Thee for souls,
The tiresomeness of tea leaves, and the sticky porridge bowls!
Remind me of the things I need, not just to save the stairs,
But so that I may perfectly lay tables into prayers.

Accept my roughened hands because I made them so for Thee!
Pretend my dishmop is a bow, which, heavenly harmony
Makes on a fiddle frying pan; it is so hard to clean,
And oh, so horrid! Hear, dear Lord, the music that I mean!

Although I must have Martha hands, I have a Mary mind,
And when I black the boots, I try Thy sandals, Lord, to find,
I think of how they trod our earth, what time I scrub the floor,
Accept this meditation when I haven't time for more!

Vespers and Compline come to pass by washing supper things
And, mostly, I am very tired; and all the heart that sings
About the morning's work, is gone, before me, into bed.
Lend me, dear Lord, Thy Tireless Heart, to work in me instead!

My Matins are said overnight to praise and bless Thy Name
Beforehand for to-morrow's work, which will be just the same;
So that it seems I go to bed still in my working dress,
Lord, make Thy Cinderella soon a heavenly Princess!

Warm all the kitchen with Thy Love, and light it with Thy Peace!
Forgive the worrying, and make the grumbling words to cease,
Lord who laid breakfast on the shore, forgive the world which saith
"Can any good thing come to God out of poor Nazareth?"

HERE is a plea for consideration of cities, printed in the New York *Herald Tribune:*

### THE WAILING WALL

By Don Gordon

Harvests pass and turbans pass and scimitars go by;
Jerusalem in its ancient way is wise;
It basks and keeps its wailing wall . . . and smiles.

These stones hold cool, immobile breasts
Where patriarchal hands still beat their knotted grief
And women lean upon the weeping dusk.

All cities need low wailing walls apart;
Sun and stone and star respect the unshamed cry
And honey-laden hills stand druid for this rite.

Desolation under roofs is agony twice-borne,
Taut sorrow gasps like flame along the streets;
O cities, rear for us a forum made for pain!

Sharp grasses use the dust of Babylon,
But Jerusalem has wine:
O cities, make a place for weeping, carve a niche for tears!

THE newly printed poems of Emily Dickinson, of which we gave some specimens in our February 23 number, have brought this forth in *The Commonweal* (New York):

### EMILY DICKINSON

By William Griffith

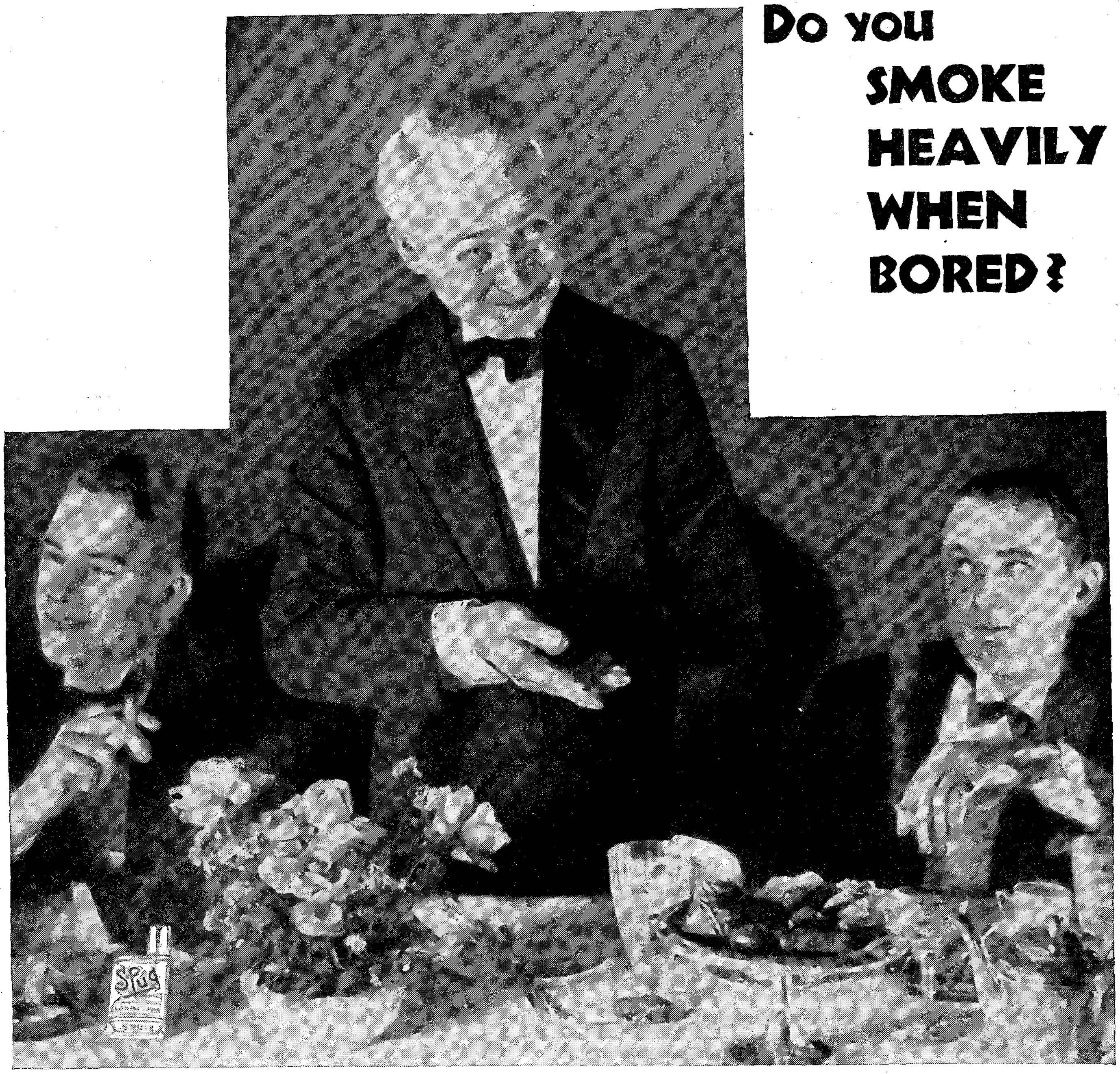
At eventide
In a far place, beyond the spires of Amherst,
Walks one haply in a garden of dreams,
Tending the lily,
As once she tended the rose,
Her spirit yet being native to the earth
As when a while she dwelt there—a New England nun.
Cloistered, she played I-spy with some odd deities,
A canoness of Salem kin
Administering scourges tempered to her kind
In that they were sedately plied

Pale were the fires of passion in her spent;
And pale the longing for a love denied;
Pale the fine sacrifice;
Yea, and the angel plumage very slightly scorched.

Amherst by inchmeal came to see in her
That which so tardily is recognized
As starshine in the congeries of life.

She burned as does a candle in the sun,
Casting a spell of bay leaves on the air
Pungent and hinting of a Pentecost
Somewhere in regions of a kindling soul.
Hers was the gentle mortal privilege—
Albeit sterile in her own felicity
And shy of voice—
To sing;
Urging, persuading others freshly to inhale
Even the breath of life.

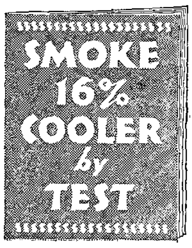
So she remains in a far garden, busy
With buds and blooms of mercy, as may be;
Thinking, perchance, of Amherst and such things
As made and make New England what it is;
Counting the heart-beats of the dandelions
And the steps that the sunflowers take.



# Do you SMOKE HEAVILY WHEN BORED?

## SPUD'S COOL SMOKE SEES YOU THROUGH IN COMFORT

When you are cornered, and having a deadly dull time—do you consume countless cigarettes? That's when Spud is the really sympathetic smoke! Even at the thousandth successive puff, your mouth and tongue are still moist-cool... your tobacco senses still uncoated and responsive. The laboratory proves Spud smoke 16% cooler. Its cooling effect never wanes . . . always heightening your enjoyment of Spud's full tobacco flavor. It establishes Spud as the new freedom in old-fashioned tobacco enjoyment. At better stands, 20 for 20c. The Axton-Fisher Tobacco Co., Inc., Louisville, Ky.



JUDGE SPUD... Not by first puff... but by first pack. Surprise of first puff soon forgotten... continued coolness heightens enjoyment of the full tobacco flavor.

HOW the coolness of Spud smoke was proved scientifically, and what "Smoke 16% Cooler by Test" means to you, are told in this little book, sent gladly on request.

MENTHOL-COOLED **SPUD** CIGARETTES

▼

# PERSONAL ▾ GLIMPSES

## THE JERSEY LILY AS A LATER HELEN OF TROY

A STORM AT SEA HAD DRIVEN a cruising yacht into haven at St. Hilliers, on the island of Jersey, in the English Channel. The yacht's owner went ashore, and was hospitably entertained overnight by the Very Rev. W. C. E. le Breton, Dean of the island. And that incident was destined to make social and theatrical history in the late-Victorian, Edwardian, and Georgian eras. For the Dean had a daughter just blossoming into a commanding loveliness, and she was not born to blush unseen on the island of Jersey. Indeed, the young yachtsman, who had fallen head-over-heels in love with her, was her first Prince Charming, destined to lead her away to the world that would soon be at her feet. And she, in turn, was destined to make his name famous, almost proverbial. His name was Langtry—Edward Langtry, the son of a Belfast ship merchant—and his love, his pride, his happiness, were doomed to be rather short-lived. But life is like that, as they say.

It was Oscar Wilde, we are told, who likened Mrs. Langtry to the ancient home-breaker whose face "launched a thousand ships and burned the topless towers of Ilium." The comparison was made in the days when millions of unbobbed and long-skirted women were wearing the "Langtry bun"—a knot of hair on the nape of the neck, usually balanced by a "bang" over the forehead. Also Langtry shoes and Langtry hats, protected by Langtry parasols. Nothing quite as rough as the Trojan War was ever blamed on the Langtry's beauty; but many lesser escapades and imbroglios, involving the spiciest gossip, from royal circles down, were laid to the witchery of the Dean's daughter, and many a fine fortune melted away under the beams of her violet eyes. And now a cable from Monte Carlo tells us of the peaceful end of Lady de Bathe, at the age of seventy-seven, and the elder generation, which saw her photographs dominating the shop windows, realize with mingled feelings that the last faded petals of the Jersey Lily have fallen. Here is a chance for the moralist and the social philosopher to have their say, and we find many editorial writers improving the occasion, and at the same time summarizing in graphic terms the salient features of Lily Langtry's life. Thus the New York *World:*

Keystone photograph

THE OLD AGE OF A FAMOUS VICTORIAN BEAUTY

Amazing is the apparent youthfulness of Lady de Bathe (center) in this recent picture from Monte Carlo. The smaller figure is that of Lady de Freece, formerly Vesta Tilley, of music hall fame.

> Married and famous at sixteen, Lily Langtry, Lady de Bathe, was a conspicuous figure in the public eye for sixty years; a figure unique in the two generations that her adult life nearly covered. As a belle in society she swept all before her. When, capitalizing the friendship of the Prince of Wales, who became Edward VII, she turned from the amateur to the professional stage, she won new successes, whether measured by financial return or by the talent for acting that she developed. She was shrewd enough to keep her money—enough of it to own and run race-horses under the turf name of Mr. Jersey.
>
> It would be hard to name another woman of our day who made of her beauty a career so notable as did the "Jersey Lily." Of French derivation, her fame seemed more like that of a favorite of the Court of Versailles in the old days than it did like that of a merchant's wife in Victorian England. For such fame nature had smilingly fashioned her. For she was beautiful, with a stature somewhat more than common, regular features, a perfect complexion, a figure of the wasp-waisted type admired in her young day. And she had, to match her beauty, cleverness enough to shine in her entourage—among people, to borrow her royal admirer's commendation, of "no damned intellect."
>
> One needs to be of a certain age to have witnessed the furor Mrs. Langtry created by her earlier stage appearances in the United States and Canada. It might be likened to the acclaim some movie queen might receive on her royal progress to-day. Mary Pickford in Europe might faintly imagine what Mrs. Langtry's earliest tours in America were like. Altogether, a notable personality was that of the lady who lies dead in Monte Carlo.

Falling into a reminiscent mood, the New York *Sun* remarks that the beaux of the New York of forty-five years ago bickered a good deal in their clubs and cafés over the relative beauty of three women who happened to be appearing in theaters of the city at that time. And we learn further:

> One was Mary Anderson, a noted actress. Another was a girl named Lillian Russell, who was singing a minor rôle in a Gilbert and Sullivan operetta at the Bijou. The third was that extraordinary enchantress of the Victorian Age, the woman who has just got through with life, Lily Langtry.
>
> The controversy raged principally over the contrasted beauty of Mrs. Langtry and Miss Anderson, for while the striking good looks of Miss Russell had already captivated Broadway, she had scarcely attained the reputation for pulchritude which came to her later. In the main, Langtry had perhaps the better of the contest. She was then in the full radiance of her beauty, and had the added fascination of a career already marked with adventure.
>
> One wonders how the three beauties of that long-past day would compare with the slim young sirens of this day—those level-eyed, strangely poised, world-weary misses that one sees all about. Perhaps the Victorians might come off amazingly well, for it must be remembered that they attained a reputation

(*Continued on page 43*)

# Cecil B. DeMille says=

*"I have used your Filmo and Eyemo cameras and have found them equally as fine as your best professional cameras which I have employed in making 'The King of Kings,' 'The Ten Commandments,' and many other of my productions during the past fifteen years."*

*Above: Mr. De Mille and his chief cinematographer, Peverell Marley, in action. Below: Scenes from De Mille's "King of Kings" and "Ten Commandments."*

Cecil B. De Mille, producer for Metro-Goldwyn-Mayer Corporation, is one of the world's leading motion picture *authorities.*

For more than fifteen years Mr. De Mille has used Bell & Howell cameras to give the world such outstanding productions as "The King of Kings," "The Ten Commandments," and his current picture "Dynamite," by Jeanie McPherson, a Metro-Goldwyn-Mayer release.

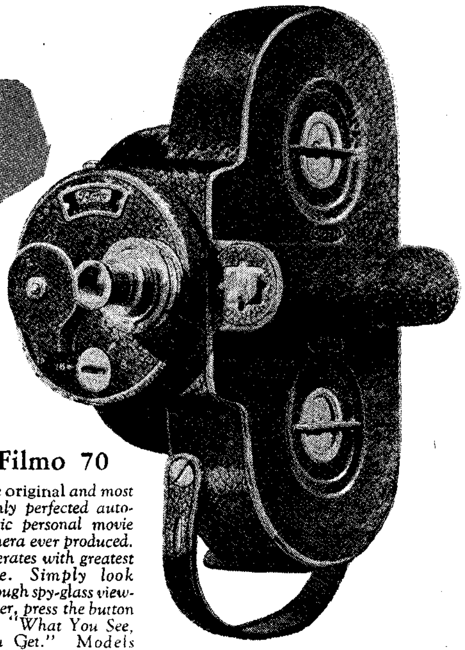
Mr. De Mille appreciates that the hundreds of thousands of dollars invested in such stupendous productions must be safeguarded by the *precision* and *dependability* of the cameras selected to film them. He has therefore selected Bell & Howell Cameras, as have practically all other leading producers throughout the world for the past twenty-two years.

When *you* select a movie camera for personal use there is but one way to assure getting pictures of the unexcelled beauty, screen brilliance and variety which characterize those produced by Mr. De Mille. That is to select a Bell & Howell Filmo or Eyemo camera, made with the same watch-like precision and perfection of detail which distinguish Bell & Howell $5000 professional studio cameras.

In graduating from "snapshot photography" to the making of home movies—those modern *action* pictures of your children, family, friends, travels, and outings of surpassing interest—you become in effect a movie *producer,* a miniature Cecil B. De Mille, and your choice of cameras will prove a dominating factor in gaining ultimate satisfaction and success.

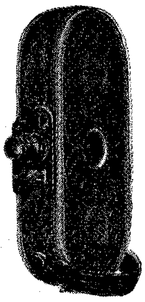
For black and white pictures, Filmo cameras use Eastman Safety Film (16 mm.) in the yellow box—both regular and panchromatic—obtainable at practically all dealers handling cameras and supplies. Filmo cameras and Filmo Projectors are adaptable, under license from Eastman Kodak Company, for use of Eastman Kodacolor film for home movies in full color. Cost of film covers developing and return postpaid, within the country where processed, ready to show at home or anywhere.

See a nearby dealer for complete Filmo demonstration, or write for illustrated, descriptive movie booklet "What You See, You Get."



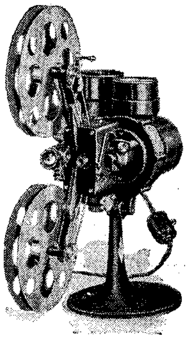
**Filmo 70**

*The original and most highly perfected automatic personal movie camera ever produced. Operates with greatest ease. Simply look through spy-glass viewfinder, press the button and "What You See, You Get." Models available for making s-l-o-w movies.*



**Filmo 75**

*The pocket-size Filmo. Unequaled in lightness, convenience and beauty. Furnished in three rich colors, Walnut Brown, Ebony Black, or Silver Birch. Price is one-third less than that of Filmo 70.*



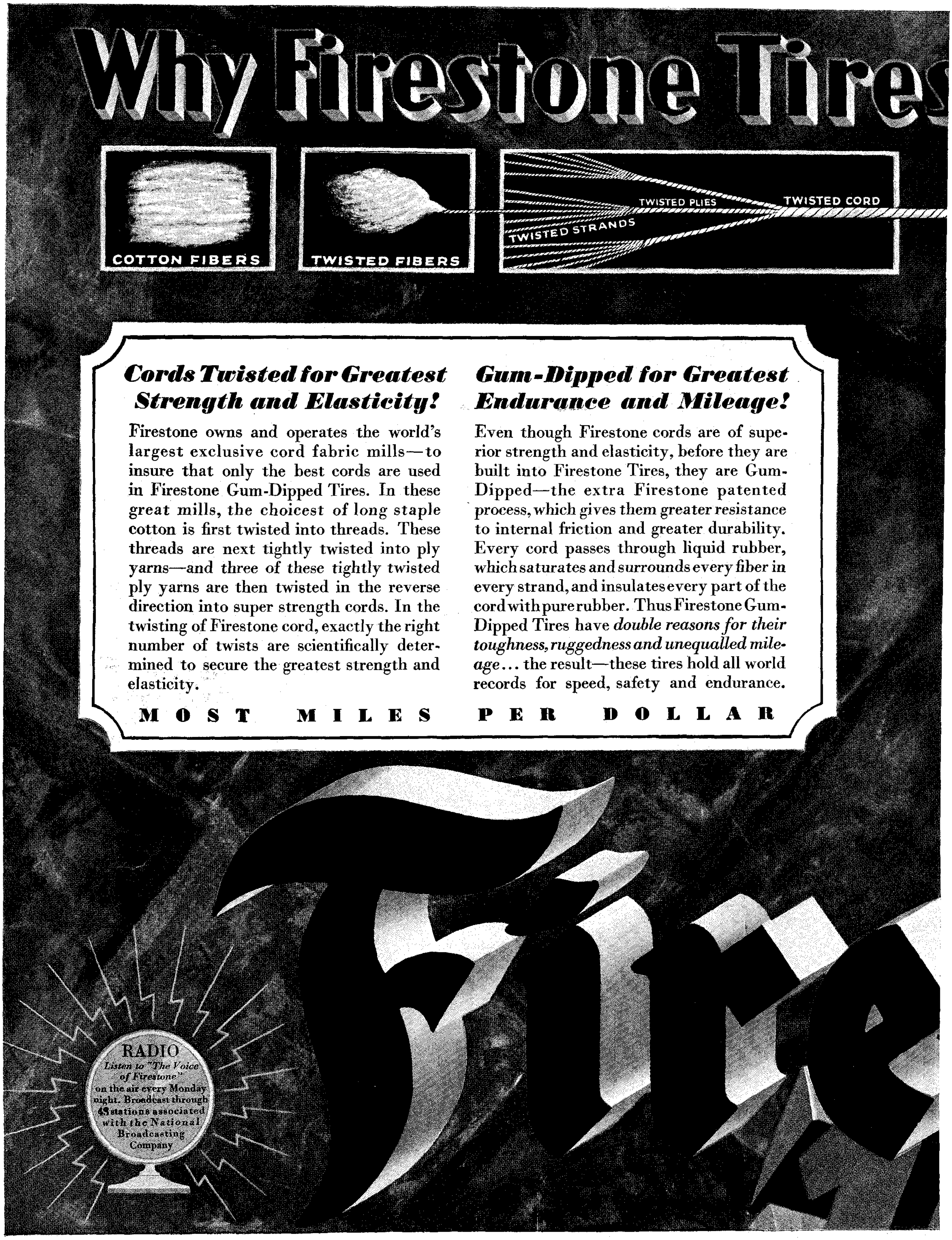
**Filmo Projector**

*For showing your movies. Projects pictures of a steady brilliance unequaled by other projectors. Runs forward, backward or stops on any single picture. Beautifully designed and finished. For handy carrying, packs down in small, genuine leather carrying case furnished with projector.*

**BELL & HOWELL**

Filmo REGISTERED

BELL & HOWELL CO. · *Dept. C1* · *1803 Larchmont Ave.,* CHICAGO, ILL. · NEW YORK · HOLLYWOOD · LONDON (B. & H. Co., Ltd.) · *Established 1907*



**Cords Twisted for Greatest Strength and Elasticity!**

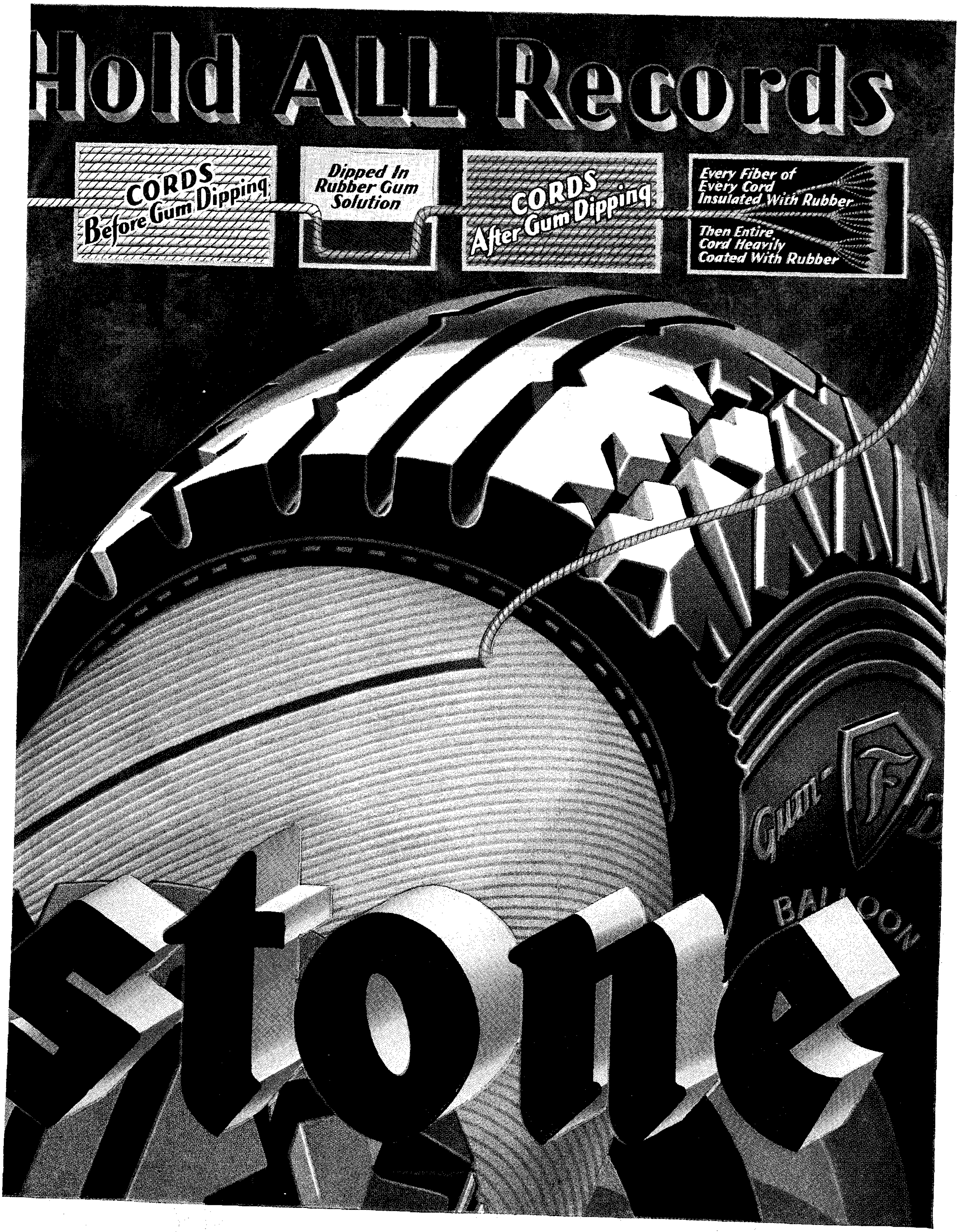
Firestone owns and operates the world's largest exclusive cord fabric mills—to insure that only the best cords are used in Firestone Gum-Dipped Tires. In these great mills, the choicest of long staple cotton is first twisted into threads. These threads are next tightly twisted into ply yarns—and three of these tightly twisted ply yarns are then twisted in the reverse direction into super strength cords. In the twisting of Firestone cord, exactly the right number of twists are scientifically determined to secure the greatest strength and elasticity.

**Gum-Dipped for Greatest Endurance and Mileage!**

Even though Firestone cords are of superior strength and elasticity, before they are built into Firestone Tires, they are Gum-Dipped—the extra Firestone patented process, which gives them greater resistance to internal friction and greater durability. Every cord passes through liquid rubber, which saturates and surrounds every fiber in every strand, and insulates every part of the cord with pure rubber. Thus Firestone Gum-Dipped Tires have *double reasons for their toughness, ruggedness and unequalled mileage*... the result—these tires hold all world records for speed, safety and endurance.

**MOST MILES PER DOLLAR**

RADIO
*Listen to "The Voice of Firestone"* on the air every Monday night. Broadcast through 43 stations associated with the National Broadcasting Company


Hold ALL Records
CORDS Before Gum Dipping
Dipped In Rubber Gum Solution
CORDS After Gum Dipping
Every Fiber of Every Cord Insulated With Rubber
Then Entire Cord Heavily Coated With Rubber
Gum-
BA
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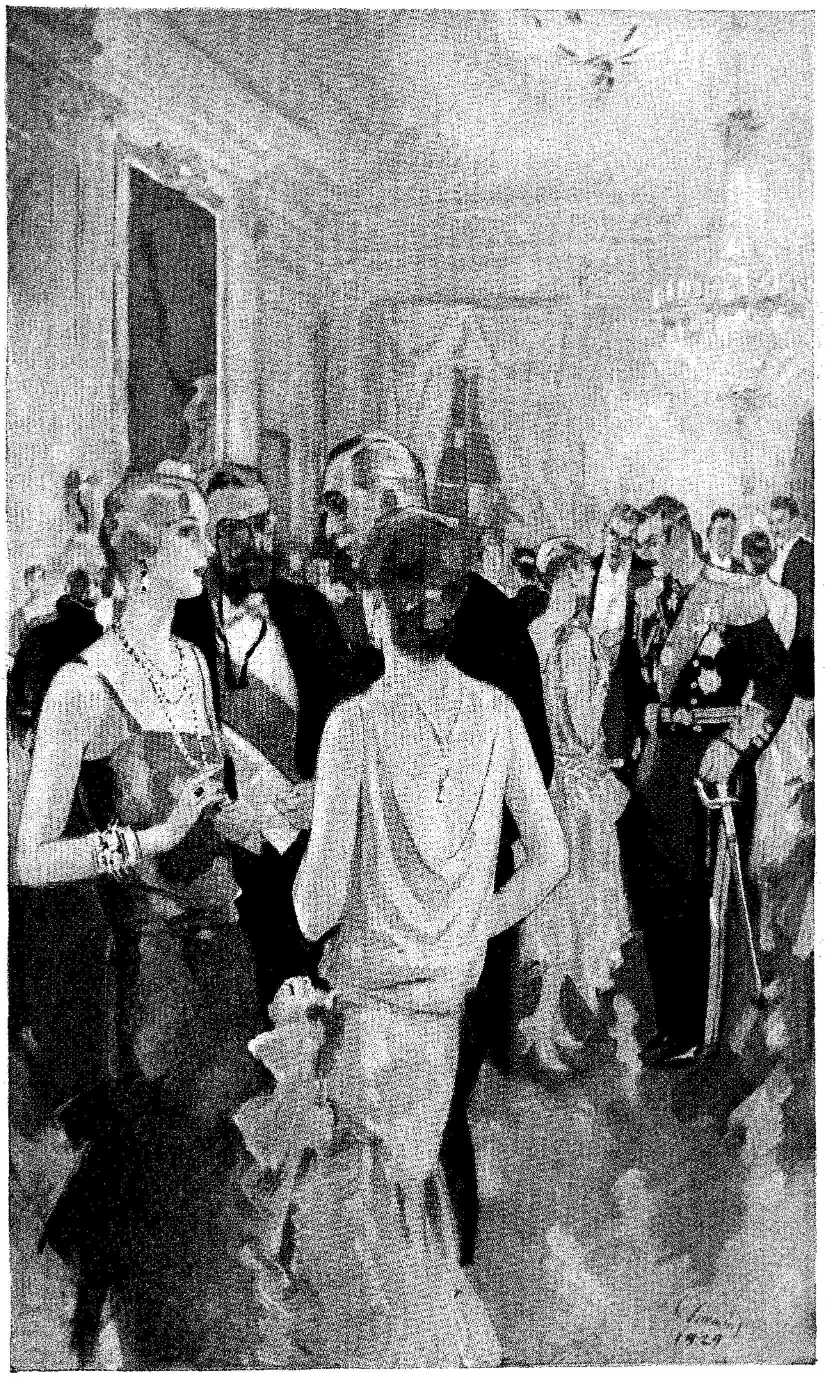
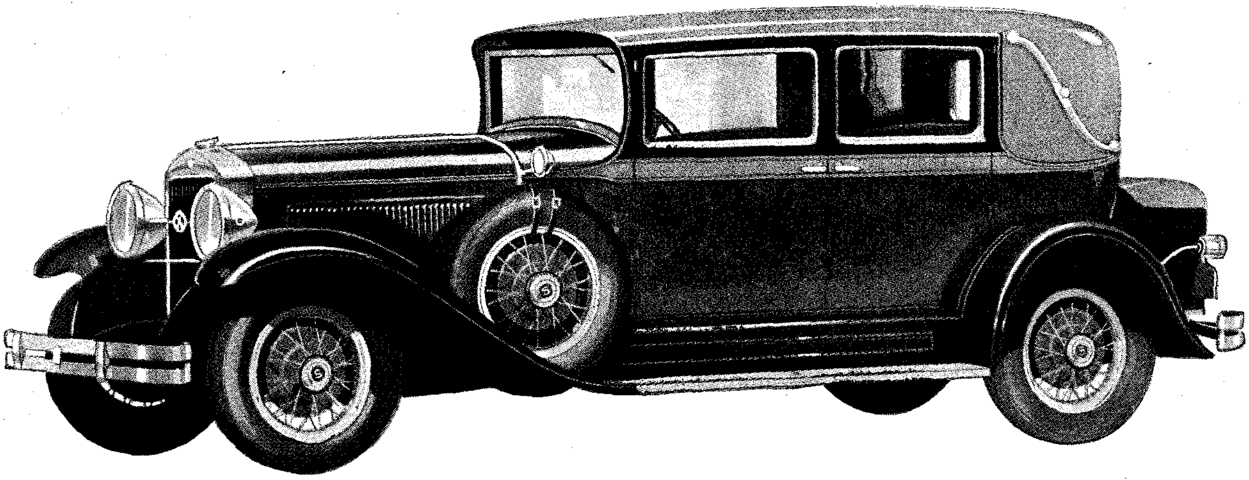


## RECEPTION TO THE DIPLOMATIC CORPS AT THE WHITE HOUSE

IN the press of fine cars at diplomatic and state functions in the nation's capital, motor cars by Studebaker are rightfully high in favor. ››› These great new Studebaker eights and sixes hold every official stock car record for speed and endurance. Their fleetness and untiring endurance are splendidly interpreted in low-swung lines, fluent curves and delightfully new color schemes. ››› There is a revelation awaiting you in your first scrutiny of what Studebaker's unique One-Profit manufacture has wrought. ››› The car illustrated is the President Straight Eight Brougham for five.

# Studebaker

BUILDER OF CHAMPIONS



(*Continued from page 38*)

for extraordinary loveliness in a period when woman had little aid from art or style. Except, perhaps, for her evening frocks she had little enough help from the dressmaker. Who nowadays can resist a smile when glancing at a fashion page of a magazine of 1882? A woman had to be extremely beautiful then to overcome the handicap imposed by fashion.

Mrs. Langtry was perhaps no mean authority on the comparative beauty of the women of the period of Queen Victoria and the women of this day. Possibly she was slightly partial to her own youth and time, a little prejudiced against a present in which she counted so little; yet some interest attaches to her opinion. In an article which she prepared last year she said that the beauties of her day had a loveliness more radiant than she has perceived in modern women.

What a showman's opportunity it would be if the Mary Anderson, the Lillian Russell, and the Lily Langtry of 1882 could be put upon a stage, in the costume of their day, with three of the prize beauties of 1929! One suspects that such an exhibition would outdraw anything the late Mr. Rickard accomplished with his boxers. Certainly the Jersey Lily drew amazingly when she came here for the first time on Monday, October 23, 1882. The town went wild about her. Her pictures appeared everywhere. Demonstrations greeted her appearance in public. Men and women fought for the privilege of following her through the streets to gaze upon her face. Almost overnight she revolutionized feminine costume and coiffure. The Langtry mode of dressing the hair—a single heavy plait half-way down the neck, set off by bangs, shortened and curled—became the rage.

She affected the utmost simplicity in clothes, altho she was the most smartly drest woman of the age. The plain basque—tight-fitting, with its double row of buttons—was one of her favorites. Girls, matrons, and dowagers from Washington Square to Murray Hill drove dressmakers nearly frantic with their orders for Langtry coats and gowns. Shop windows featured the Langtry toque—a small, close-fitting hat worn at a rakish angle.

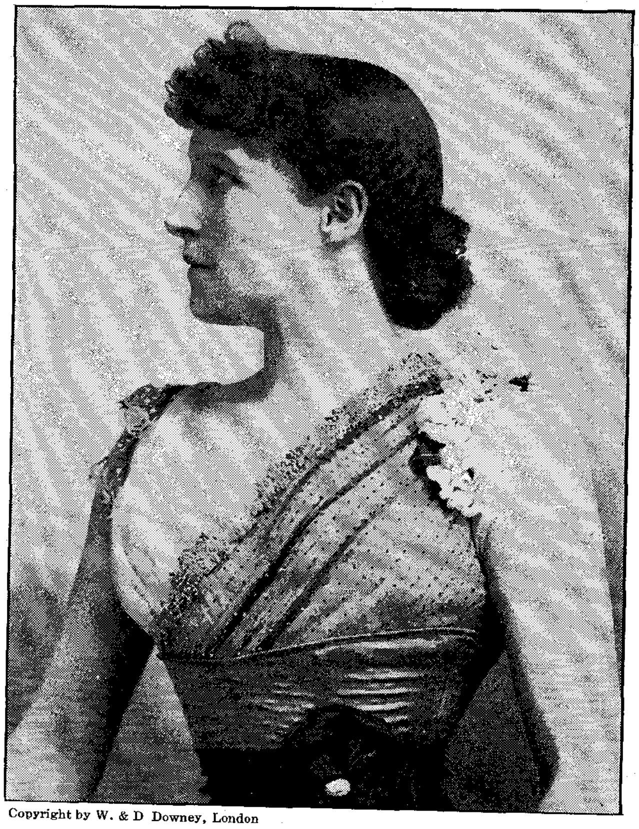
The invader had a strikingly beautiful figure, tho plump by modern standards. Her head was very shapely and finely poised. She had abundant and beautiful chestnut hair, but the greatest of her charms were her pure white skin and flawless complexion. With all this she had, according to the chroniclers of the day, a certain dash that made her what she was, one of the most interesting women of a historic group.

Photograph by Underwood & Underwood

IN HER GARDEN AT MONTE CARLO

This picture, taken on her seventy-fifth birthday, shows more footprints of time than other recent ones of the faded Jersey Lily.

The classical question, whether Mrs. Langtry did or did not, at a late supper party, drop a piece of ice down the plump back of H. R. H. Albert Edward, Prince of Wales (afterward King Edward VII), thereby forfeiting the royal favor, is revived by the Jersey Lily's death. It is generally recalled that Mrs. Langtry always denied the story, and there the matter seems to rest. Of her girlhood, George Buchanan Fife tells us in the New York *Evening World:*



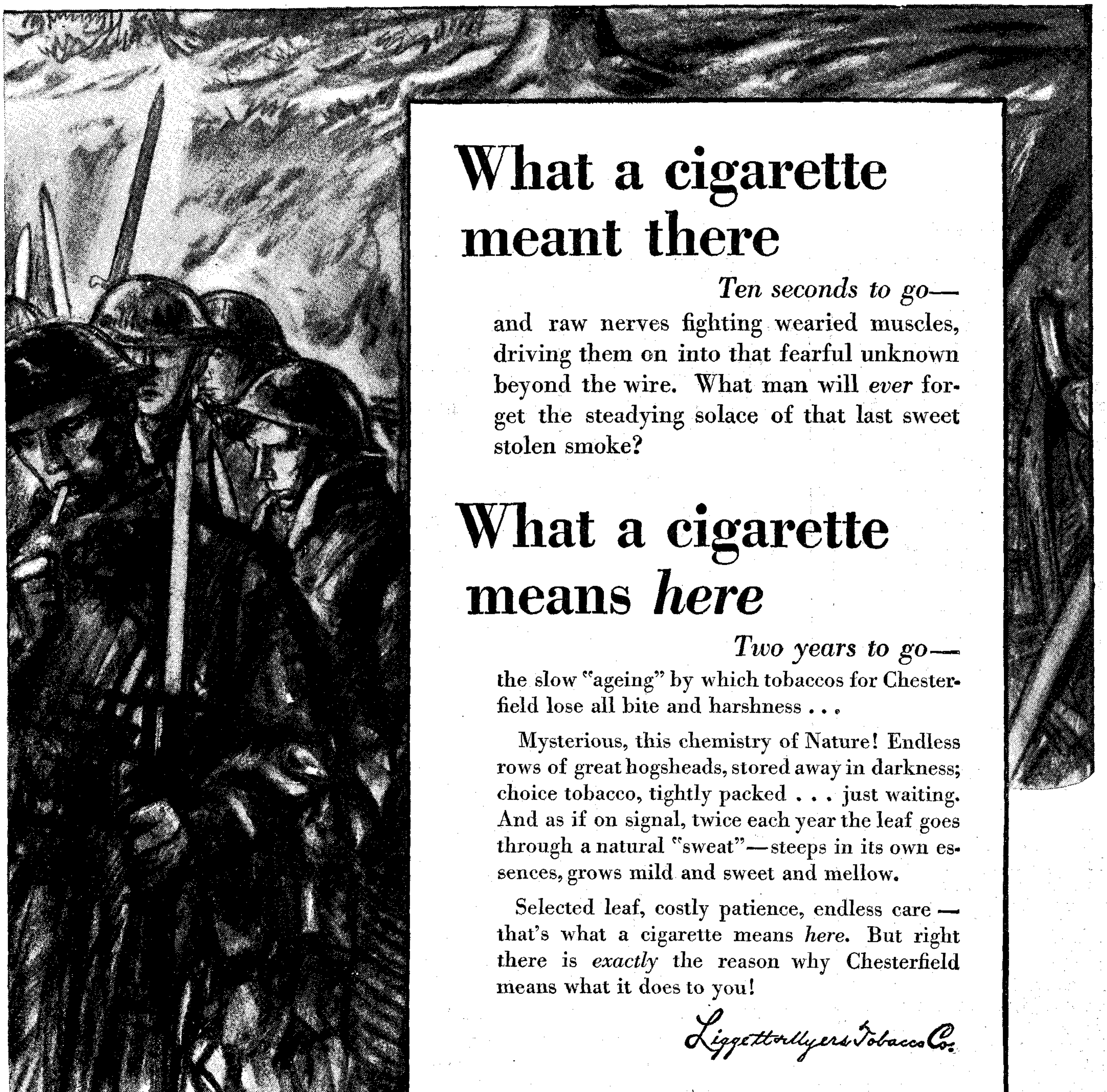
Copyright by W. & D Downey, London

THE FACE THAT DREW CROWDS TO SHOP WINDOWS

It represents Mrs. Langtry in her prime, and shows all her fine points except her coloring, which is described as superb.

> "Ugly Duckling" was the characterization of her in her early years in her home in St. Helier's, on the island of Jersey, as the daughter of a dean of the Church of England. It remained for Sir John Millais, the painter, who did a portrait of her for the Royal Academy exhibition, to name her "The Jersey Lily," because before that she had been only Emilie Charlotte le Breton Langtry.
>
> The "Lily" became an assumed name, but one to persist to the obliteration of all others. Even when, in later years, she became Lady de Bathe, she was always Lily Langtry in the remembrance of those who had known or ever seen her.
>
> To go back a number of years (because Emilie le Breton was born October 13, 1852), she was a girl whose thoughts may or may not have ever learned to stray beyond the insular confines of Jersey, where her father was a calm, imposing and, perhaps, repressing figure.
>
> She had attracted no attention whatever by her looks—the women of Jersey are presupposed to be pretty—so she was just one of the many young things on the island who were strong and healthy and lovely of skin, tall, rather Junoesque, if one noticed.
>
> And then one day it chanced that a young Ulsterman set out in his yacht from Cowes harbor on the Isle of Wight, for a southern cruise. He was the son of a prosperous shipping merchant, one of those chiefly instrumental in establishing the once distinguished Guion Line of steamships, plying between Liverpool and New York. He had means and education and social position in England.
>
> It was fated that his yacht should be carried out of her course by a storm and compelled to seek the shelter of the harbor of St. Helier's in the Channel Islands, and that there he should be forced to land.
>
> Such had been the storm that many of the dwellers in St. Helier's went to the beach to see the menaced craft make for the harbor's haven. Among them were Dean le Breton and his elder daughter, Emilie, which was not strange, as the Dean was a great figure in the community, one which towered in its affairs.
>
> Emilie soon became less interested in the craft than she was in

Chester
MILD *enough for anybody*



# What a cigarette meant there

*Ten seconds to go—*

and raw nerves fighting wearied muscles, driving them on into that fearful unknown beyond the wire. What man will *ever* forget the steadying solace of that last sweet stolen smoke?

# What a cigarette means *here*

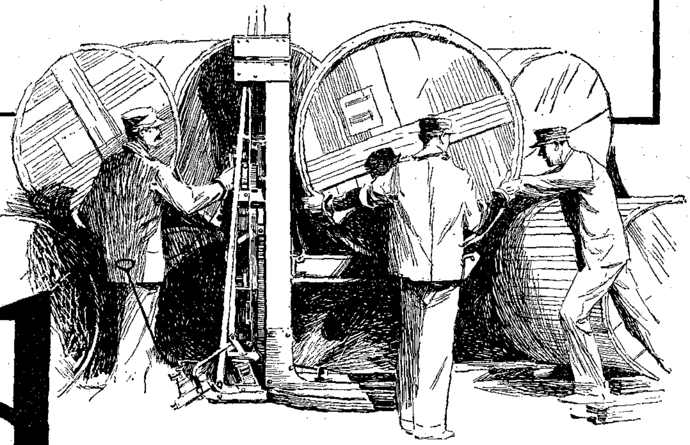
*Two years to go—*

the slow "ageing" by which tobaccos for Chesterfield lose all bite and harshness . . .

Mysterious, this chemistry of Nature! Endless rows of great hogsheads, stored away in darkness; choice tobacco, tightly packed . . . just waiting. And as if on signal, twice each year the leaf goes through a natural "sweat"—steeps in its own essences, grows mild and sweet and mellow.

Selected leaf, costly patience, endless care — that's what a cigarette means *here*. But right there is *exactly* the reason why Chesterfield means what it does to you!

Liggett & Myers Tobacco Co.



*Millions of pounds of choice tobacco from each crop are stored away in great warehouses to "age."*

field

. . . . *and yet* THEY SATISFY

the shorefaring of one of the mariners who had been driven in. This was the owner of the storm-stricken yacht—Edward Langtry. She admitted afterward that she fell in love with him then and there. Such was her infatuation that she suggested to her austere father that it might be well to invite him to the deanery instead of leaving him to the doubtful comforts of the village inn.

The Dean acceded, young Langtry was more than glad to accept the bidding—and he remained at St. Helier's for weeks. Which was the beginning of it all.

When he sailed away from Jersey, Emilie had become Mrs. Langtry. Her father had married them. She was then a girl of eighteen.

Langtry took her to London, and in a flash of time she had become famous for her beauty. In short, she took London by storm. Royalty took her up; she was invited everywhere; photographs of her were displayed in countless shop windows; every one talked of the beautiful Mrs. Langtry. Her distinction as the most glorious woman of her time reached this country. Wherever she fared, whatever she did, whoever danced attendance at her side—all this was elaborately chronicled. Mr. Langtry faded from the picture in the fierce light which beat upon his wife's fair head.

Then came the Millais portrait—and the Prince of Wales. He, always an ardent admirer of lovely women, lost little time in expressing his admiration for her. And that was that. He lifted her to the highest social distinction, and delighted in it. She became a court favorite, and it behooved hostesses to consider her.

It was, possibly, only natural that things should begin to go awry in the Langtry household. Tho the husband was accounted rich, expenses increased to an alarming degree, and the head of the house was hard put to it, from all accounts, to keep wolves from the door.

Meantime Mrs. Langtry went on her gay way, courted on every hand. Many of Europe's notables were at her feet, but her chief admirer was still the Prince of Wales. How she chanced to lose him is, maybe, an apochryphal story, but it is part of the chronicle of the beauty's life.

Copyright by the London Stereoscopic Company

AS SHE FIRST APPEARED ON THE STAGE

The Jersey Lily's costume is that of *Kate Hardcastle*, in "She Stoops to Conquer," selected for her London début.

Here we are given the well-known tale of the piece of ice slipt down the royal back, followed by a reversal of the royal attitude toward her. That reversal is historic. Ice or no ice, the Prince suddenly cooled. Reading on:

However, she had accumulated a great fortune in funds and jewels, and was still the reigning English beauty. Prince Louis of Battenberg, Sir George Chetwynd, and other distinguished men of the time, were still in her train. Then, tired perhaps, of this sort of admiration, she sought the stage whereon to let the rest of the world behold her loveliness. This career it was that eventually brought her to America.

Mrs. Langtry obtained a divorce from her husband in 1889, and the Lily was married to Hugo Gerald de Bathe, when she was forty-seven and he nearly twenty-five years her junior. She was Lady de Bathe when she died.

During one part of her life, Mrs. Langtry was a close friend of the noted sportsman, "Squire" Abingdon Baird, and it was said to have been under his tutelage that she made a name for herself on the turf as "Mr. Jersey," owner of a racing stable. It was even reported that in one season she had cleared $800,000 with her colors.

A particular description of her beauty in its prime is quoted by the New York *Times* as that of one who knew her well at that period. As we read:

She was a woman of striking figure—well proportioned and lithesome. Shapely and finely poised was her head. Her face was oval and long. Delicately and finely chiseled was every feature. Greatest of her charms was a pure-white complexion. Her eyes were large and gray—sort of a violet grayish blue—innocent, candid, and sweet in expression. Abundant chestnut hair, which she wore most becomingly, lent her a queenly appearance. Her voice was rich, cordial, and winning.

Such beauty could not remain long unnoticed. The one who was generally credited with bringing her before English society was Sir George Chetwynd. According to another account it was Lord Ranelagh who gave her a start in society by introducing her to Lady Sebright.

Whatever the means, in a surprizingly short time she was the toast of the town, and acknowledged as the most beautiful woman in England. Millais painted her portrait, which was hung at a Royal Academy exhibition, and cataloged, "A Jersey Lily," the appellation which soon became so famous. Watts and Poynter also painted her portrait, and Burne-Jones included her twice, profile and full face, in his picture, "The Golden Stair." Millions of photographs of her were sold.

Here again we are given a picture of the furor Mrs. Langtry created in the lively London of the 'eighties. Of her theatrical career, we learn that it began after the abrupt close of her social career in London. Thus:

Snubbed by London society; turned out of her house by creditors, and seemingly at the end of her resources, she began the career which was to lift her to even greater heights than she had known before. A theatrical agent with an eye to the commercial value of such notoriety and beauty as hers, persuaded her to go on the stage.

She made a tentative first appearance in November, 1881, at Twickenham, in "A Fair Encounter," and in the following month appeared at the Haymarket Theater, London, as *Kate Hardcastle* in "She Stoops to Conquer." Later she appeared as *Juliana* in "The Honeymoon," *Hester* in "An Unequal Match," and *Rosalind* in "As You Like It."

Her acting at first was crude and amateurish, and the critics made no bones about saying so. Nevertheless the public flocked to see her, and it was not long before the inevitable American tour had been planned.

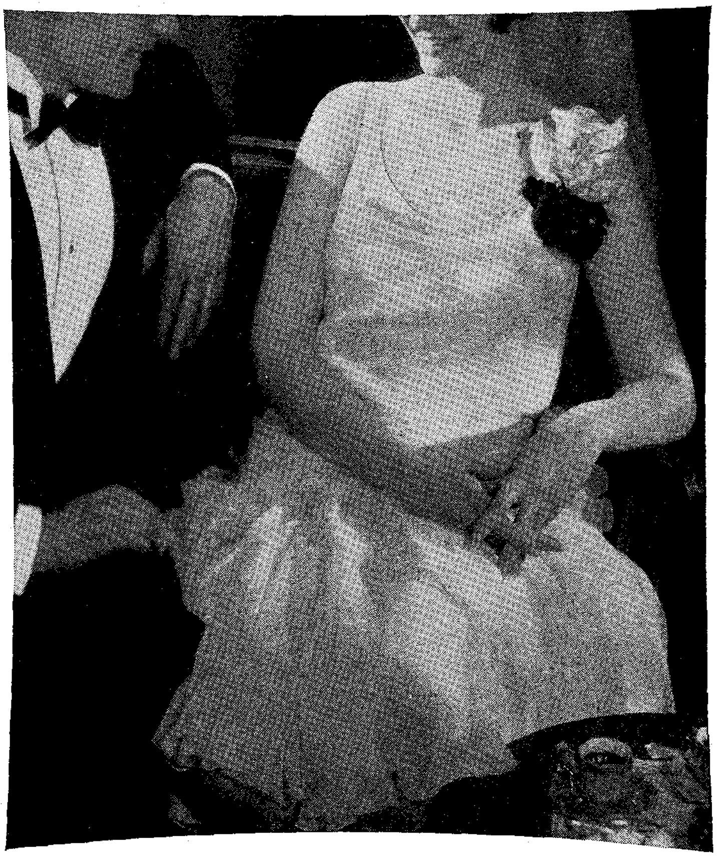
It was a tremendous success from a financial point of view. She came here in October, 1882, under the management of Henry E. Abbey. As if the Fates were determined to give her the utmost publicity possible, Abbey's Park Theater, at Broadway and Twenty-third Street, was burned down a few hours before she was to make her début there.

On November 6 she opened at Wallack's Theater in "An Unequal Match." Few kind words were wasted on her acting in the newspapers, with one exception, but the theater was crowded at every future performance. The one newspaper which praised her did so in very extravagant terms, for the critic was none other than Oscar Wilde, one of her most ardent admirers, who was then in America on a lecture tour. "Lady Windermere's Fan" was written for her.

As a matter of fact, Mrs. Langtry's acting improved with experience. Her earnestness, her natural refinement of manner and her extraordinary beauty enhanced the acting skill she was able to acquire, and won her a reputation and a fortune that were well deserved.

She returned to America for acting tours in 1884, 1886, 1887, and 1889. Her principal plays were "As You Like It," "Cleopatra," "Esther Sandraz," "Lady Clancarty," and "Macbeth." The last play was a costly failure, her *Lady Macbeth* being, in the

# It turned out to be "the prettiest frock" at the party—



. . . *a fairy frock . . . fresh, new,* perfect

Everybody said it.

And why not? How could *they* know that, just a few days before, this same freshly fascinating frock was one of the most forlorn wisps of chiffon that ever drooped over a hanger?

We mean it was just plain *wilted.*

But how could *they* know it? For, on the night of the party, that chiffon was as caressing as a spring breeze—soft as moonlight seen through mist—it was a *fairy* frock—fresh, new, *perfect!*

*The prettiest frock at the party—*

* * *

It *is* remarkable, isn't it, what the modern Dry Cleaner can do for a seemingly *hopeless* gown?

It's a good plan to make Dry Cleaning a *regular* part of the household routine—like ordering the groceries or sending out the laundry. Many thousands of women do.

clothes *do* help you win
. . . *dry clean them oftener*

*Published in the interest of the Dry Cleaning Industry by The American Laundry Machinery Company, Executive Offices, Cincinnati, Ohio*

> words of a contemporary critic, "an intelligent, well-studied portrayal without a touch of tragic power." Mrs. Langtry, however, was a shrewd business woman, and seldom appeared in failures. She was always her own manager.
>
> While in America she bought a 7,500-acre ranch in California, and used it as a stud for race-horses. During her residence there she finally obtained the divorce she had long been seeking from her husband, Edward Langtry. Twice before he had successfully contested her suit. The third time, on advice of his lawyers, he did not contest, but announced that he would not recognize her divorce and would sue her for bigamy if she married again. The divorce was granted at Lakeport, California, on May 14, 1897, after Mrs. Langtry had been separated from her husband for fourteen years.
>
> A year and a half later Edward Langtry died in the Asylum for the Insane, Chester, England, supposedly from a concussion of the brain, received in a fall.
>
> Mrs. Langtry at that time was in England, giving most of her time to her racing stable, which was said to have been even finer than that of the Prince of Wales. She had by that time regained her place in London society. Altho forty-three years old, she retained much of her former beauty and was still very popular on the stage. Her private life was still a source of gossip, but very little about it was actually known, and it was her habit at all times to ignore the tales told about her.
>
> She was a heavy gambler on the turf, and a rather lucky one. When her famous Australian horse, Merman, won the Cesarewitch Stakes in 1898, Mrs. Langtry was said to have profited to the amount of $200,000. She was her own manager, and was known as a horsewoman of excellent judgment.
>
> For several years after having broken with Gebhard, she was seen often with Squire Abingdon Baird, who was said to have spent $500,000 on her in two years. At the time of her divorce, and also when her husband died and she was free to remarry, the name most frequently mentioned was that of Prince Pau Esterhazy. However, the man she did marry, suddenly and secretly, was Hugo Gerald de Bathe, the eldest son of Sir Henry Percival de Bathe, Bart. The family was one of the oldest and wealthiest in Great Britain. Sir Hugo was twenty-eight years old and Mrs. Langtry forty-seven at the time. They were married in the Church of St. Saviour's Island, Jersey, on July 27, 1899, the same day on which her horse Merman won the Goodwood Stakes.
>
> Mrs. Langtry announced that neither her racing nor her stage career would be interrupted by her marriage, and she was true to her word. For nearly twenty years more she was seen on the stage. In January, 1907, she came here for another of her many tours, and while playing in vaudeville in Cincinnati learned that her father-in-law had died, making her husband a baronet and her Lady de Bathe.
>
> Five years later she returned to this country for a vaudeville tour, still looking surprizingly young and attractive, tho nearly sixty years old. Her last trip to America was for another vaudeville engagement in 1915. She had sold her New York home on Twenty-third Street, the former Beach Grant mansion, some years previously.
>
> About ten years ago Lady de Bathe gave up both her stage career and her racing stable, and since had spent much of her time on the Riviera, where she and her husband maintained separate homes.
>
> In 1925 she published a book of memoirs called "The Days I Knew." That, and a novel called "All at Sea," were her only writings.
>
> Lady de Bathe had one child, Jeanne Langtry, now Lady Malcolm, who was born in 1881, and whose first husband was Capt. Arthur Hill, son of Lord Arthur Hill, and her second, Ian Malcolm.

Remarking that "out of the Victorian smugness and strict conformity which hung like a pall over England during the latter half of the past century there emerged but few persons of social consequence to challenge the complacency of the period," the Baltimore *Sun* records of Mrs. Langtry:

> Continued admiration from the public, a public far less fickle with its stage favorites then than now, emboldened her to espouse a new freedom of private conduct. In this she found a ready confederate in the Prince of Wales, and it is told that even Queen Victoria, imprest by this vivid, unconventional woman, frequently sat at the royal window—a bit wistfully, we like to believe—just to see Lily Langtry ride by.
>
> A Bohemian when Bohemianism was scourged, a free spirit when society, for the most part, was lockstepping in a gloomy ritual, she was more out of the court of Louis XV than the England even of Whistler, Wilde, and Yates. She was news when it was vulgar to be news, and her every coming and going, whether real or imaginary, was charted by the press with unfailing consistency. She found herself knee-deep in volumes of anecdotes and the inevitable whisperings of scandal. For these latter she had but an amused contempt, as befitted her station as an idol. Only recently, when an English writer openly intimated that she once assumed an unconventional relationship with the late William E. Gladstone, famous British statesman, did Lily Langtry condescend to irritation and threaten the writer with action by the courts.
>
> Lily Langtry passes in a season especially fatal to the major stars of yester-year. You may read all about her in the histories of the stage. But the real "Jersey Lily" is only to be found between the fantom covers of the unpublished memoirs.

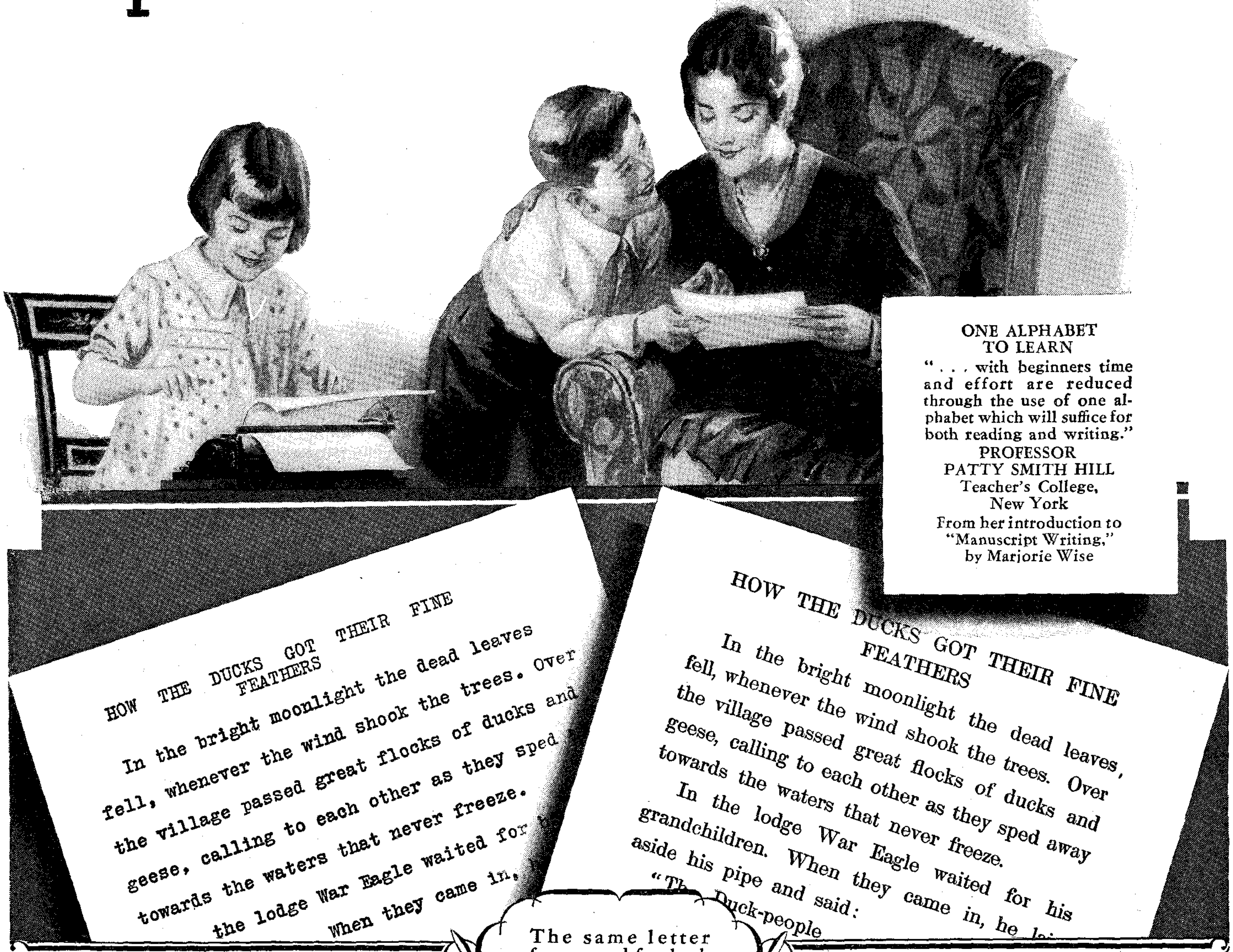
David Belasco relates, through the Associated Press, that the first time he ever saw Mrs. Langtry was when she came to New York to make her American début at the Park Theater, and he continues:

> America was agog over her coming. I was stage manager of the Madison Square Theater then, and I invited her to come and see our double stage—an innovation in those days. We were all drest in our tuxedos, with fast-beating hearts under our white shirts, waiting for her.
>
> She was the most exquisite thing I ever saw. Soft, wavy chestnut hair, knotted in a coil at the base of her neck; eyes of deep dark blue, and a beautiful mouth. Her skin was flawless; she needed no cosmetics and she never used any.
>
> It was her bearing that was her most distinctive quality. She moved like a queen. Her dress was simple as always, but of the richest material, and she wore few jewels.
>
> We showed her about the theater, holding candles high above our heads lest she trip in the dim light, and when the reception was over I escorted her back to her hotel. It was there that I caught the first glimpse of the fire that was hidden under that seemingly impassive exterior of hers.
>
> Scarcely had we arrived at the hotel when we received word that the Park Theater, where she expected to make her début, was on fire. We rushed to the windows, stood there and watched it burn. I saw Miss Lily, as we always called her, clench her hands and wipe the tears from her eyes as she saw the theater where she had hoped to achieve a triumph within a few days, become a smoking ruin.
>
> "Well," she said, "we'll try again some other way."
>
> In time she made her début at another theater, and naturally she was received with acclaim. But she realized it was a tribute to her beauty and the fame she had already acquired, and she hated it. Therein lay the seed of her first great unhappiness.
>
> I must say this for Lily Langtry—she wanted with all her heart to be a great actress. Her experience on the stage was no idle excursion for a new adventure.
>
> She already had tasted the richest cream of social success that the world could offer. She had come to London a country girl, whom "butter would choke and milk intoxicate" and, almost overnight and to her own bewilderment, she had become the rage of its society.
>
> Her advent on the stage then, was the result of a real ambition to become a great actress. The critics held the key to her happiness. If the criticisms were good she sang with happiness and bubbled over with joy; if there was a single unfavorable one among them, her day was clouded and gray.
>
> "Bernhardt is not beautiful," she often said to me, "yet she has the world at her feet for her great art, and I would give all my beauty to be just one part so great an actress as she."
>
> The spotlight of publicity in which she lived was largely responsible for her reputation of coldness. Wherever she went, she was the center of all eyes, and she schooled herself to a plastic expression, a demeanor that was not natural to her.
>
> I have seen her sitting in a room, surrounded by a watchful crowd, extending her hand graciously to be kissed, nodding her head with dignity in recognition of a greeting until they were all gone. Then she would jump up from her chair, pick up her skirts and cry, "Thank God, that's over for a while. Now let's play." And then would follow an hour of music and laughter and chatter that the watchers of an hour ago would not have believed possible.

The news of Lady de Bathe's death in Monte Carlo, points out Lemuel E. Parton in a special dispatch to the Baltimore *Evening Sun*, "comes from Monte Carlo just as the wreckers sink their pick-axes into the ornate old mansion built here for the 'Jersey Lily' in West Twenty-third Street." Reading on:

> The old house with its mansard roof, turrets and elaborate iron grill-work, with its front yard filled with weeds and litter, stands disconsolately in a neighborhood choked with tall buildings. Its paint is blistered and its shutters are awry, but it has a brave look for all that and it holds a lingering aura of faded romance. It was built during the days of Freddie Gebhardt's

# . . . and writing with type helps little readers



HOW THE DUCKS GOT THEIR FINE
FEATHERS

In the bright moonlight the dead leaves
fell, whenever the wind shook the trees. Over
the village passed great flocks of ducks and
geese, calling to each other as they sped
towards the waters that never freeze.
the lodge War Eagle waited for
When they came in,

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towards the waters that never freeze.
In the lodge War Eagle waited for his
grandchildren. When they came in, he
aside his pipe and said:
"Th Duck-people

ONE ALPHABET
TO LEARN

". . . with beginners time and effort are reduced through the use of one alphabet which will suffice for both reading and writing."

PROFESSOR
PATTY SMITH HILL
Teacher's College,
New York
From her introduction to
"Manuscript Writing,"
by Marjorie Wise

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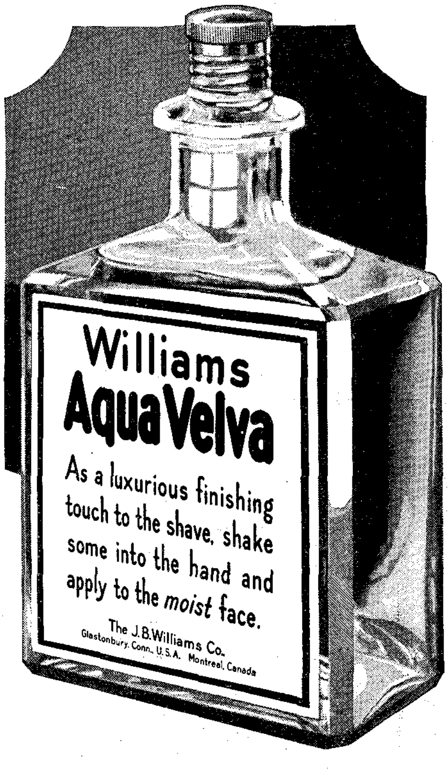
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As a luxurious finishing touch to the shave, shake some into the hand and apply to the moist face.
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*Just give* YOUR *skin a chance to respond to the magic touch of*

**Aqua Velva**
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Use Aqua Velva for a week, . . . for ten days, . . . . then *try* to stop!

You will miss its tingle; the freshness with which it starts your day. You'll miss the glow of life it gives your skin; the feeling that your *face is Fit!*

*Aqua Velva is made just for after shaving. It gives a healthful, stimulating tingle. Cares for unseen nicks and cuts. Protects against wind and weather. Helps prevent chapping. Conserves the skin's natural moisture, essential to a good complexion.*

Made by the makers of Williams Shaving Cream, Aqua Velva *keeps* the skin all day as the Williams lather *leaves* it, flexible and Fit! Try a bottle. Just one! You'll keep on.

5-oz. bottle 50 cents at all dealers
Or a Free Trial size by addressing:
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**Williams**
**Aqua Velva**
*For use after shaving*

## PERSONAL GLIMPSES
*Continued*

friendship with the "Jersey Lily," and there are old-timers around the neighborhood who still talk about the grand parties that were given there—when the labernum tree by the great iron gate was filled with yellow bloom, and when champagne cost—at this point the narrator always breaks down.

James E. Mitchell, a young English contractor and architect, was chosen by Lily Langtry, from among many candidates to design and build her house. Recently, just before his death, he told of his difficulties in trying to translate the passing whims of the famous beauty into wood and brick.

"The interior was to be finished entirely in highly polished black walnut," he said, "and it all had to be imported from a certain English forest. We were kept on our sharps for a year or more in getting wood of just the right grain, and then the interior graining and polishing was a tremendous job. This was a big commission for me. I worked on it night and day, and when we had finished that beautiful walnut job, I was the proudest man in New York.

"But my troubles were only beginning. Mrs. Langtry looked over the work, but she seemed hardly to notice it. 'The very latest thing in interior decoration,' she said, 'is hard finished white enamel. I want all this covered with white enamel. You will have to send to England for the right kind. I am sure that you won't be able to get it here.'

"I tried to beg off, but she was accustomed to just waving her hand to get things done, and we had to send for the white enamel. I could have got it here, but it had to come from England. It almost broke my heart when my men set to work covering up the walnut with this hard, white finish.

"I don't know where she got the idea, but at that time women were copying her hats and gowns and imitating her speech, and before long all the moguls in New York were smearing their houses with enamel."

It is Joseph Mitchell, son of James E. Mitchell, who is now wrecking the mansion. A tall apartment building will rise in its place, marking the end of a romantic day in New York, with the old Waldorf also ready for the pick-ax.

Beauty weaves a wonderful charm, sighs the Troy *Record* in an editorial, which runs on:

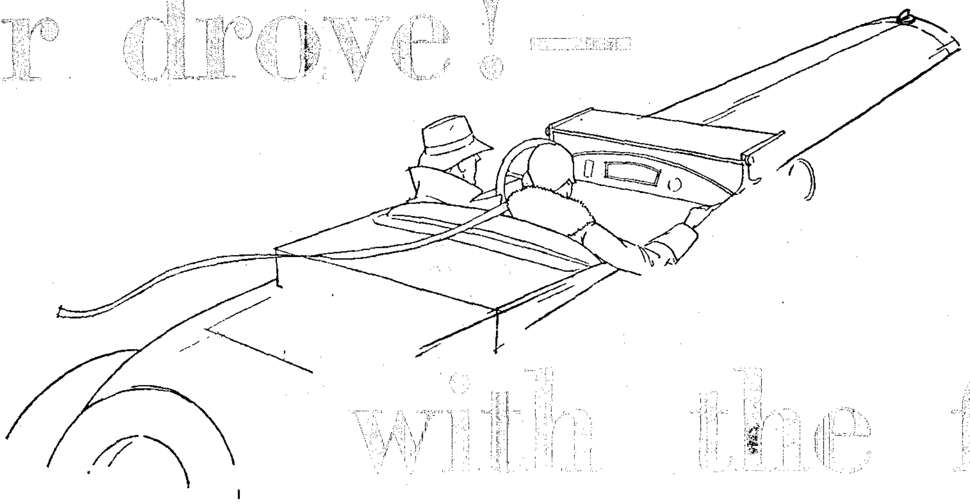
> Homer dreamt of fair goddesses. And he immortalized them in his verse. Mrs. Langtry, who later became Lady de Bathe, dazzled the eyes of poets as well as artists.
>
> As an actress Lily Langtry could not be considered of the best. She had a charm of personality which enabled her to assume various parts with more or less success. But it can not be said that she ever attained a plane where she might stand with Ellen Terry and other women who achieved fame because of their histrionic ability.
>
> She was well known in the United States. Here she had thousands of friends who all but worshiped her. She loved America as well as her native land. On her ranch in California she spent long months. She knew a good horse, and had many in her stables. Few women backed clean sports better than this interesting product of the Old World. In feats of strength she found unceasing pleasure. She loved to move among gay throngs and to contribute to their happiness.
>
> Everything that is of this earth must pass away in time. And Lily Langtry now is not of this world. All her social triumphs, all her achievements on the stage, all her pleasures are but a memory. But she was a lovely tenant of earth during an interesting period of the Victorian era. And her beauty will be recalled long after her service on the stage has been forgotten.

## HOW "PROTEUS" STEINMETZ GOT HIS NICKNAME

"SAY, Steinmetz, if you bore a hole two inches in diameter through a rod two inches in diameter, how much material is removed?" Two subordinates, unable to solve the complicated calculation, sprang the problem on their absent-minded superior, absorbed in working out theories of electrical alternating current phenomena. Steinmetz put down his pencil and stared into space for a moment. Then he took a sheet of paper and wrote out his answer—5.333 cubic inches. It was correct. The engineers of the General Electric Company later verified it with tables of logarithms and other aids to ordinary mortal intelligence. Steinmetz had done it without effort, exactly as we multiply five and five. Such an incident in the day's work merely heightens the impression of Steinmetz's genius, which astonished the scientific world and contributed engineering leadership to the development of our electrically lighted and driven age. Yet the first sight of this little misshapen German immigrant to America was always a shock to a stranger. The story of handicaps which he had to overcome by sheer mental ability from the hour of his birth to days of fame in our land of opportunity is told in sympathetic detail in a series entitled "Steinmetz, Jove of Science," by Johnathan Norton Leonard in *The World's Work*. Hereditary deformity was the curse of the Steinmetz family, a mixture of German and Slav. Thus we read:

> In a cheap flat on Tauenzienstrasse, in Breslau, lay a woman about to give birth to a child. She was a strong, healthy German, and she'd had two children before by her first husband. There was really nothing to worry about. But the second husband, father of the unborn child, was uneasy on this ninth day of April, 1865. He sat in the front room trying to suppress a constantly recurring thought and staring at a small mirror on the wall. He was almost afraid to look in this mirror; the glass warned him not to have a child.
>
> "Your father was deformed," it said. "You are worse deformed than he was. Your child will be a poor little twisted thing, no use to the world and distressing to look at."
>
> The father got up on his weak legs and paced crookedly up and down the room. He was not very much deformed, but small, with a sad expression and a head set down between his shoulders. He put on a shabby hat and went out for a nervous

# We offer you 30,000 of the finest miles you ever drove!—with the first-year feel in every mile



We announce the New Mobiloil—an oil so startling in its performance that the superlative statements we are ready to make about it are actually conservative.

When we say that with regular draining and refilling, plus common-sense care, this New Mobiloil will keep the first-year feel in your new engine for at least 30,000 miles, the facts are that in a great many engines the New Mobiloil has kept the first-year feel for more than twice this distance.

Repeated road and laboratory tests have proved that use of this New Mobiloil commonly assures from 10% to 30% more power than other oils generally sold for the same motor.

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Try this New Mobiloil. It will help save your good engine from growing old before its time. Mobiloil—the World's Quality Oil—is made by the Oldest and Largest Specialists in Lubrication.

**VACUUM OIL COMPANY**

Makers of high quality lubricants for all types of machinery

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GARGOYLE

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Enjoy a Daily Sunbath!

Keep Fit
the
Battle Creek Way

*When You Get Your Proper Sunlight Ration—*

- —you do not tire easily.
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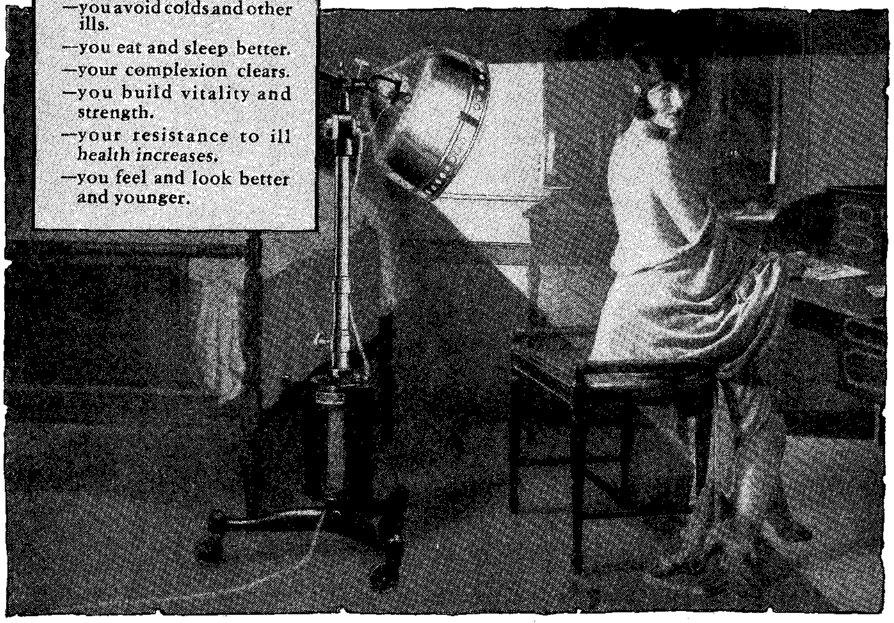
- —you build vitality and strength.
- —your resistance to ill health increases.
- —you feel and look better and younger.

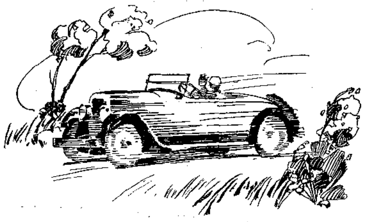


FOR radiant health and youthful vitality your body needs its *daily* ration of energizing sunlight. Scientists have long known this to be true, but it was only recently that this invaluable health-promoting sunlight has been made available in the home.

As a result of 20 years of research and study, pure concentrated "man-made" sunlight is now a reality. And this sunlight is even better than natural sunlight. You simply snap a switch in your own home—day or night, winter or summer, rain or snow—and your Battle Creek SunArc Bath sends forth the sunrays that are so amazingly beneficial in promoting health.

*Strength, Vigor, Health from These Balanced Rays*

The Battle Creek SunArc Bath is in reality a small sun. For it supplies ALL the important INVISIBLE rays of natural sunlight that have proven so essential in building a vigorous and healthy body. Not only the tonic ultra-violet, but the stimulating infra-red rays are supplied by your SunArc Bath. These rays build rich red blood—stimulate body processes—rejuvenate—increase resistance to disease—make you feel and look years younger. And the SunArc supplies these rays in *concentrated* form. Thus, a few minutes spent under your SunArc equals hours spent out-of-doors.



*Tests conducted by the U. S. Government Bureau of Standards have shown the carbon arc lamp (the Sun Arc) to be the most efficient source of artificial sunlight—a miniature sun.*

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*"Sunshine at the Snap of a Switch"*

Battle Creek SUNARC Bath

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## PERSONAL GLIMPSES
*Continued*

stroll in the park. As he walked, he hoped for the best.

By the time he returned the child had been born. It was a boy. Hesitatingly the father asked to see him. The child was bright red, like all newborn babies, and lying in an awkward position. The father gave it a hasty glance and asked the midwife whether he was healthy.

"Oh, yes," she replied. "The left leg isn't just straight, and there's a small hump in the back. But he'll live."

As a young boy, Steinmetz was fearfully spoiled, continues the narrator, adding, "weakling children usually are." And we read on:

This undersized boy with the fragile legs and big head led his grandmother a terrible life. His growing brain was too active for comfort, too brilliant to be satisfied with wooden blocks and spools. He wanted to make things that had never been made before; he did heroic deeds with candle grease and string.

One day the father brought back a magnificent kerosene lamp, a considerable novelty in those days. Glowing with pride, he placed it in the window, where it gave light to all the street. Every evening the lonely little boy would await the moment for the father to light the two great wicks with ceremonious care. In the dark age of candles and whale oil, the lamp was almost a lighthouse in the neighborhood. The boy would watch its steady flame for hours. In later years he still thought of it, and the mightiest arc-light in his laboratory was dim beside its remembered brilliance.

Not until he reached the Prussian school gymnasium, we are told, did his mind seem to fully wake up with desire to learn, but Steinmetz throve under that hard régime. In fact:

He was always safely at the head of his class, and the teachers began to look with wonder on this poor cripple who had such a mighty intelligence locked up inside his misshapen head.

At the age of seventeen Steinmetz finished his course at the gymnasium. He felt very full of wisdom. Altho a gymnasium corresponded roughly to a high school, it had at that time a great deal more prestige. Not many boys progressed so far, and graduation exercises were as formal and solemn as one of our college commencements.

To receive his final degree the student had to appear publicly on a platform and submit to an oral examination. The only exception made to this rule was in the case of a student whose work had been so remarkable that it seemed absurd to examine him with the rest. Very few of these exceptions were made.

For this ceremony candidates and examiners were required to appear in formal dress. Young Steinmetz bought an outfit especially for the occasion. It was to be his great day of triumph, and he must look his meticulous best.

On the next to the last day he went to the schoolhouse to collect his belongings. On the official bulletin board was a notice. It was the almost mythical honor list, and on it was only one name. "Karl August Rudolf Steinmetz," it said grandly, "by reason of his exceptional scholarship is not required to submit to the oral examination." Sadly the young scholar folded up his dress-suit. He never wore it again.

The next day young Steinmetz sat in the audience and watched his schoolmates perform. His name was read off by the principal, but it meant nothing to the crowd. All the honors of the day went to the second-best student, a boy who answered all the questions successfully and shone in his new dress-suit but who wasn't quite good enough to be set apart from the rest.

Young Steinmetz never bought another dress-suit. He realized that his place in the world would depend solely on brain and not on appearance, however carefully cultivated. With his bare, naked mind he would have to win painfully the little social considerations that come to others merely by being measured for evening clothes.

At the University of Breslau, we learn, young Steinmetz took gloriously theoretical courses in dynamics, chemistry, and mathematics. Furthermore:

> Often a lecture that he attended was hardly more than a personal discussion between him and a delighted professor reveling in the rare luxury of being completely understood.
>
> In addition to being brilliant, Steinmetz worked amazingly hard. His note-books grew in thickness day by day. His mind became as infallible as an adding machine. No wonder the professors welcomed him, when he hitched his way, crablike, into their class-rooms.
>
> One of Steinmetz's chief joys was taking his knowledge home to his worshiping father. The two were very happy. Young Steinmetz was earning admiration at the university; the older man was feeling the first thrills of paternal pride, and these were doubly sweet because the son was twisted like himself.

Having joined the student mathematical society, the crippled student prepared for the night on which nicknames would be bestowed on the new members in turn, the narrator tells us, and we get this scene:

> Painfully, on his thin legs, the young mathematician hitched forward. The chairman of the committee looked up with a smile, raised his beer mug. "Half a glass to Proteus," he said—"Proteus the versatile, the everchanging, who knows economics, classics, and mathematics, who can answer questions on every subject."
>
> The members drank, and Steinmetz sat down. He was Proteus now. It might be worse; but he knew his classics too well to be completely delighted.
>
> When the meeting broke up, Steinmetz walked home slowly. "So," he thought, "they call me Proteus because I'm versatile and quick-changing. Perhaps they think I don't know that if you caught him Proteus would change in your hands to a hurricane, to a fire, to a sea serpent. But if you kept firm hold he'd change back to his real shape—a wrinkled hunchback—and tell you all the secrets of the world."
>
> He hitched along for a few blocks. It was late, and the widely spaced street lights made his shadow even more grotesque as it writhed on the pavement.
>
> "Yes, I'm Proteus, the old man of the sea. And if any one sticks to me through thick and thin I'll tell him secrets the world has never known before."
>
> Those same street lamps are brighter now, and Steinmetz had a lot to do with it.

Even when teeth are white

NOBODY'S IMMUNE*

*4 out of 5 Neglect the Gums and Surrender Health to Pyorrhea

DANGER seems so remote when teeth are white. But, as your dentist will tell you, teeth are only as healthy as the gums. And diseases that attack the gums seldom reveal their presence until too late.

So start taking proper care of the gums to preserve teeth and safeguard health from Pyorrhea—the disease that ravages 4 persons out of 5 after forty and thousands younger. Prevention is easier than cure. For when Pyorrhea is once contracted only expert dental treatment of long duration can stem its advance.

Every morning and every night, when you brush your teeth, brush gums vigorously with the dentifrice specifically made for this purpose—Forhan's for the Gums.

You'll notice an improvement in the way your gums look and feel. And too, your teeth will look cleaner and whiter. For while this dentifrice helps to firm gums and keep them youthful (the surest safeguard against Pyorrhea) it also cleans teeth and helps to protect them from decay.

*Get This Good Habit*

Remember, nobody's *immune*. And the safeguard against disease is proper daily care and a semi-annual visit to your dentist.

Get a tube of Forhan's from your druggist today. Two sizes—35c and 60c. Start using it, morning and night. Teach your children this good habit. It will protect their health. Forhan Company, New York.

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Forhan's
TRADE MARK
FOR THE GUMS
BRUSH YOUR TEETH WITH

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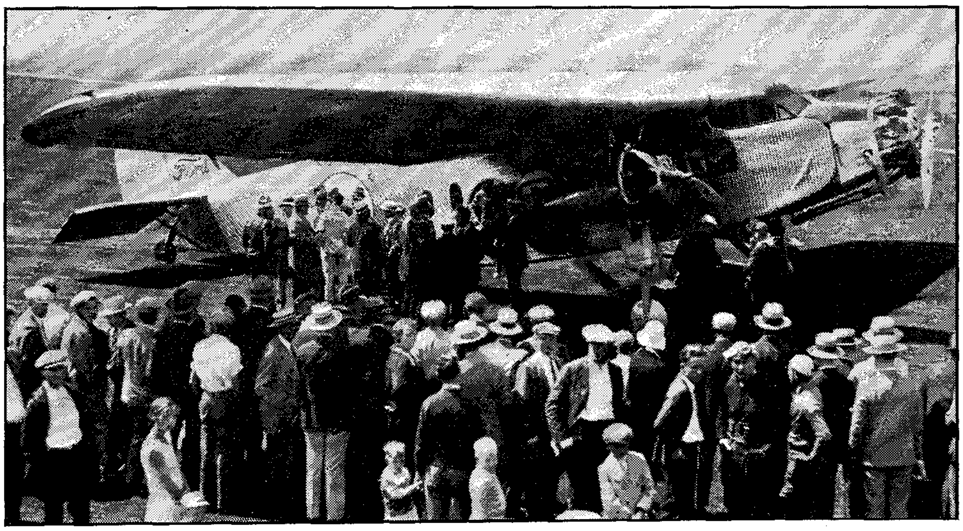
FOR THE GUMS

YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS

# MOTORING·AND·AVIATION

## ALL ABOARD THE LINDBERGH LIMITED!

AWAY GOES THE LIMITED WITH A RUSH. The passenger station disappears rapidly in the distance as the travelers settle themselves comfortably in their thickly cushioned chairs. But this is different from any limited you have ever traveled on before. There is no clickity-click of wheels on rails. No whistle shrieks. There is no chance that a cinder will find its way in through some tiny crack and lodge in your eye. There are no train yards to traverse. The scenery is far below, not on your level. And how you flash along! This limited goes faster than any crack train, at more than 100 miles an hour. A very good reason there is indeed for the absence of clicking of wheels on rails. There are no rails, for this limited scorns such bondage and speeds through the air. For this is no Pullman car in which we are seated, but a giant, tri-motored Ford airplane on the Lindbergh Line, as Casey Jones, the famous aviator, calls Transcontinental Air Transport in *The Youth's Companion*. The railroads, we learn, are taking to the air. The "Iron Horse" of a few years ago is growing wings and becoming a metal Pegasus of commerce. Transcontinental Air Transport, or T. A. T., to shorten the name, will soon, Mr. Jones assures us, be carrying passengers from New York to Los Angeles and San Francisco. It will work in conjunction with the Pennsylvania and Santa Fé railroads. Passengers will travel in regular Pullmans at night and in the Ford planes during the day. Only forty hours, or slightly more, will be required for the trip. Mr. Jones takes us with him on such a jaunt as will be a daily feature of this service. He gives it the name of the Lindbergh Line because the famous New York-to-Paris flyer, whose engagement to Miss Anne Morrow, daughter of our Ambassador to Mexico, has just been announced, is chairman of the technical committee of the company. Mr. Jones is also a member of this board.



By courtesy of the Pennsylvania Railroad

WALKING OUT OF THE AIR PULLMAN AT CICERO FIELD, CHICAGO

After the first regular coordinated rail-air flight from Minneapolis and St. Paul.

But, in this business of the railroads sprouting wings, T. A. T., the Pennsylvania and the Santa Fé will have no monopoly, we must remember. Western Air Express, we are told, is planning a transcontinental air-rail line. At the same time, such roads as the Baltimore and Ohio, New York Central, Atlantic Coast Line, Florida East Coast, Northern Pacific, Chicago, Milwaukee and St. Paul, Great Northern, Illinois Central, Missouri Pacific and Chicago and Northwestern make it possible for the traveler to buy at their offices tickets for any part of the country-wide network of plane routes.

But let us return to New York, whence we are about to set out for the Pacific coast. We have bought our tickets and checked our baggage. It is a Monday evening, let us say, and our Pullman leaves New York at 6:05 o'clock. Reading on:

On Tuesday morning at eight o'clock we find ourselves, still in our Pullman, on a siding alongside a great air-field near Columbus, Ohio. Between us and the field is something new—our first air-rail station. But, inside and out, it has but slight resemblance to a railway station. An architect has labored long to give it beautiful lines; perhaps it is accurate to say that it looks rather more like a small country club than like the "depot" with which millions are familiar.

Those passengers who have not had breakfast in the Pullman train may go through a waiting-room into a dining-room for breakfast, or pass on through that to a terrace, from which they may watch the myriad activities of the airport as they eat. Having "aviation with their meals" is destined to become a new treat for America, and a popular one. In fact, the outdoor terrace which runs the full length of the station and beyond is to become a popular rendezvous for hundreds who are not yet traveling by air, but who are eager to come and see the stir and bustle of take-offs and arrivals.

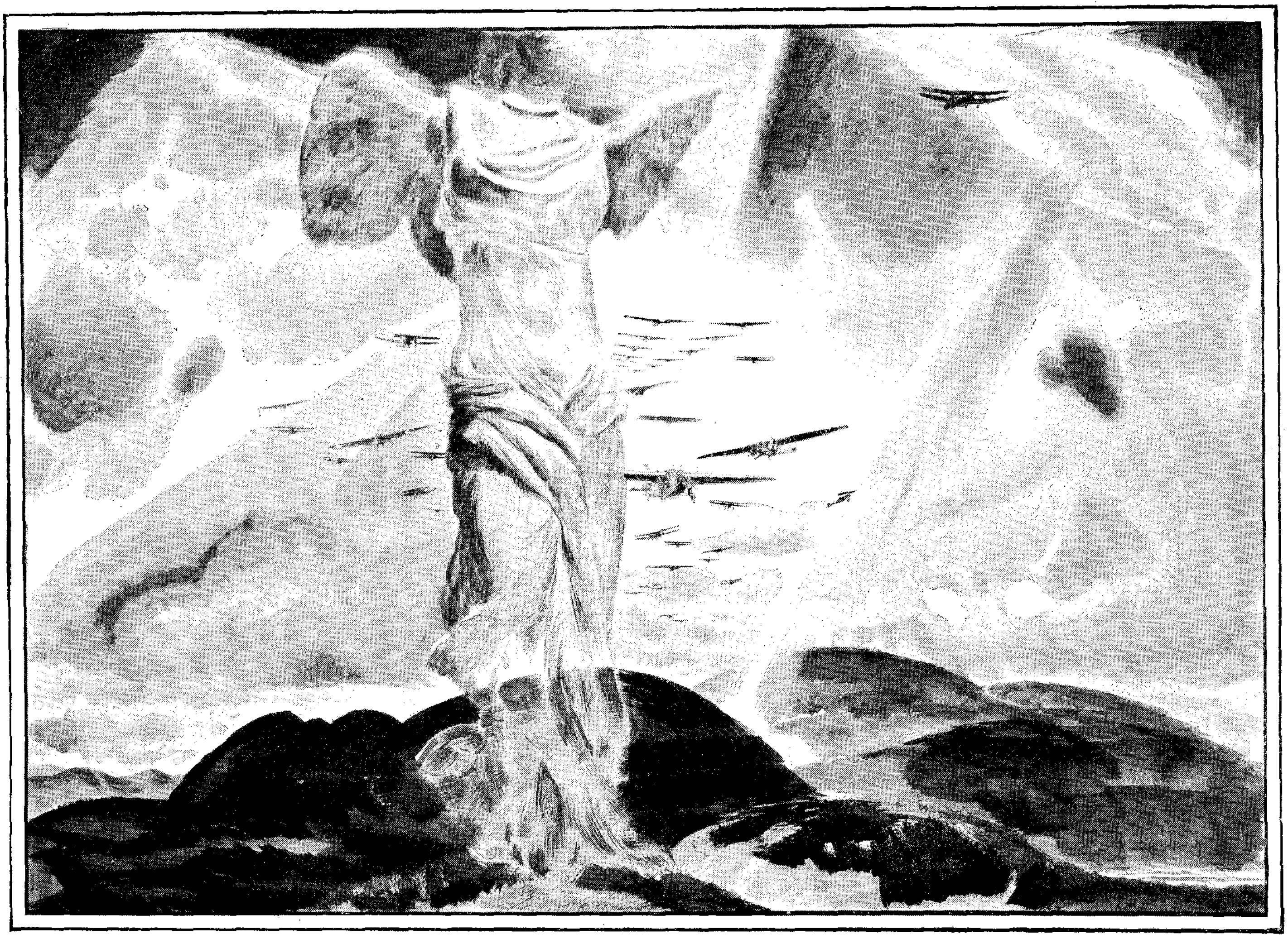
The waiting-room inside, occupying the central section of the station, is about seventy feet square, but you look in vain for iron-armed wooden benches. Air travel is de luxe travel, and luxury is the key-note here. An interior decorator has had a hand in making this a rest-room, cushioned and comfortable—like a club-house.

To the right, opposite the dining-wing, is a section which will snare your interest, and keenly, when I tell you that in a corner the crack pilots of the line have their own private club-room and bath and locker-room—and in some stations a dormitory where they may sleep between trips, when necessary. In this wing also are the meteorologist, the station-master, telephone, telegraph, and wireless.

But we are a long while coming to the nub of the matter. The plane? It has been readied, and we troop out to climb aboard. It will take into its cabin the full Pullman load of passengers; that is to say, twenty-two. (I speak here of what we shall, in the beginning, consider standard planes, altho service will have to be opened with the smaller Ford planes, as the others will not be ready.) In passing, it may surprize you, if you have thought of airplanes in terms of the two-seaters of cow-pasture jitney rides, that no less than forty-eight closed models now are made in the United States; thirty-four of these models carry five or more passengers, and at least five companies will build for you a plane of the size of the one before us—if you have the price. The price, however, would be ninety thousand to a hundred thousand dollars, fully equipped.

The giant will be able to pick up three tons and speed 125 miles an hour. Big as it is, it will travel about four miles to the gallon of gas. It will carry about a ton of fuel. When we have clambered aboard and stowed away our luggage the ship will weigh a good fifteen thousand pounds.

The wing-spread is more than ninety feet; that is to say, three of them, wing-tip to wing-tip, would give an approximate total width of one city block. When the first plane of this size was built, as a bomber for the Army, there was no hangar big enough to house it; tho staked down, it was blown away in a



# WHEN FLEDGLINGS FLY

You've seen, perhaps, the robins pushing fledglings from their nest in spring . . . the flurry of feathers, the frenzied teeterings, the terrified chatter, and then erratic swoops to fearful landings on some leafy shrub. . . . You've seen them later in the summer when you've become aware suddenly of a new beauty in the plump young robins singing lustily upon the lawn. . . .

*If the Spirit of Conquest that launched the fledglings out into the world had ever faltered in courage or instinctive resourcefulness, you'd never hear the flute-like song of robins against the locusts' rasping violins.*

Fledgling man is today launching himself into a new world of space. We can as yet see only the daring flights of those who lead the way across the skies. But who can say what argosies will sail along the paths where they first winged their way? *Were it not for the ambitious urge in the hearts of brave men, we would never see the conquest of the sky . . . we would never lift our faces from the brown still earth!*

Were it not for bold hearts and quick, shrewd resourcefulness, we would have no skyscrapers reaching to the stars, no lacy bridges high over hungry floods, no tunnels through the darkness of the earth and rock below us, no roads of stone and steel, no wire webs to guide the lightning to our needs.

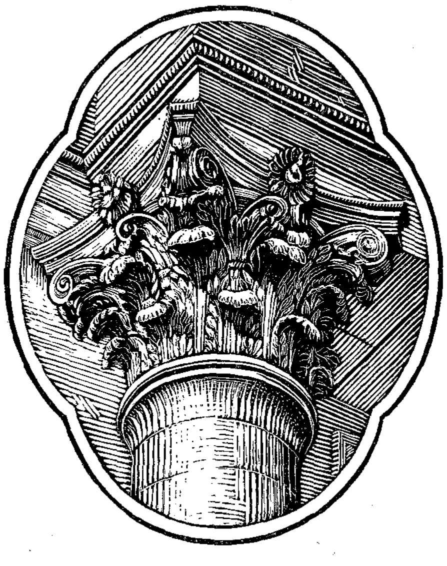
In the life and growth of civilization, courage and quick, shrewd resourcefulness are the weapons of men, of businesses, and of communities, that achieve success. Even dollars and opportunities are but fledglings that must be launched with confidence and courage into a hostile world, sustained by everlasting energy and resourcefulness.

Who then are the courageous pioneers of today in our population of 120,000,000? Are not the greatest of them the men who dare to launch and fly our winged ships of the air? Are they not the men who build the flying-fields, nests for these giant birds, upon the ragged fringes of blind and torpid cities? Are they not the captains of industry, of commerce, of transportation who are showing civilization safe ways across the free sky?

The services of airplanes are multiplying astonishingly. Progress, measured by months, has been breathlessly rapid. Already it is becoming impracticable to make forecasts, for stupendous accomplishments outdistance them. Our own tri-motored planes, in our own service have carried well over six million pounds of freight; and the same kind of planes, operated by The Stout Air Services from the Ford Field at Detroit, have carried over sixty thousand passengers!

*Those of us rising with the Dawn have already seen Winged Victory in the skies!*

**FORD MOTOR COMPANY**


Corinthian Column in the Palace at Versailles

THEY SAY IT IS "TOO GOOD"

We have been told by those who think in terms of average merchandise, that we make the Clark Grave Vault too good!

But as our vaults must provide protection for the precious remains of loved ones we never have permitted, and never will permit any compromise in the quality and workmanship.

The Clark Vault is sealed by an immutable law of Nature and does not depend on man-made locks. The material is metal, because it is not porous. Special quality sheets of Armco Ingot Iron or Keystone Copper Steel give added rust-resistance.

And our workmanship always insures the fullest utility of these fine metals. Seams are doubly-welded, oxy-acetylene on the outside, electric on the inside, so that the metal flows into one solid piece. A test under 5000 pounds of water proves the perfection of the welds.

And then on the finer vaults a plating of pure cadmium assures a still greater measure of rust-resistance.

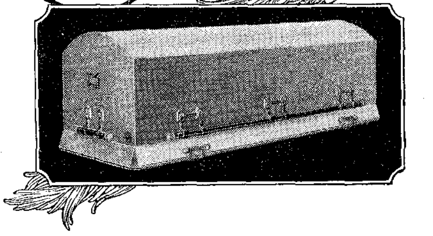
The Clark Grave Vault has never failed during a quarter of a century. Leading funeral directors recommend it. A 50-year guaranty with every one.

A de luxe model, beautifully designed, of 10 gauge Solid Copper is also available. It is practically indestructible and carries a perpetual guaranty.

*Less than Clark complete protection is no protection at all!*

THE CLARK GRAVE VAULT CO.
Columbus, Ohio
*Western Office and Warehouse*, Kansas City, Mo.

CLARK



GRAVE VAULT

This trade-mark is on every genuine Clark Grave Vault. It is a means of identifying the vault instantly. Unless you see this mark, the vault is not a Clark.

## MOTORING AND AVIATION
*Continued*

storm one night and wrecked. There are few hangars even now capable of housing and servicing such mammoths. The length is about seventy feet, the height about fourteen, the passengers' cabin approximately six by six by twenty feet.

What we call the "live load" works out about as follows: Twenty-two passengers, at an average of one hundred and sixty pounds each; thirty pounds of luggage carried free; an additional thirty pounds permitted at a charge; two pilots and a young man who is known as "the cabin-boy." The poundage of all this is around five thousand, or two and a half tons.

As we enter we discover that here also there are signs of a revolution in the decorative phases of aviation—which, in truth, were non-existent before. The cabin is carpeted, curtained, has colored wall coverings and deep, comfortable chairs. The world below is viewed from very wide windows of non-breakable glass, such as is used in the most expensive automobiles.

Ventilation is from above; the engines—three of them—are muffled, the cabin is sound-proofed; we can talk to one another in our ordinary tones. There is in fact less noise than is observable in a railway-train; but it is a rather more insistent noise, because it is an unceasing hum.

The two pilots are forward in a separate cabin. We do not want you to talk to them. Moreover, they do not want to be talked to; candor compels the admission that pilots aren't very good conversationalists. They could not, anyway, answer all the questions a landsman usually wants to ask; and it is not right that we should make them information-bureau men. After all, they are front-rankers of a new profession, highly skilled experts, whose incomes, incidentally, vary from seven to nine thousand dollars a year, depending on distance flown.

From your deep, comfortable, leather-cushioned seat—adjustable to a reclining position if you desire—press a button at your elbow for the cabin-boy. He is there not only to serve you but to entertain you. He knows all about the plane, the engine, the route; and it is his job to satisfy your curiosity and relieve the tedium of a long journey by volunteering interesting information about the passing scene far below. If you are addicted to air-sickness, he is even prepared to cope with that, by giving you a simple remedy which leaves your nerves at peace and your stomach untroubled.

The radio equipment has taken rather more than the space of one passenger, and it is expensive. It is, in short, a two-way system, difficult to procure because of certain technical obstacles. In the overcoming of these, Commander Hunsaker, designer of the *Shenandoah*, was called in by Colonel Lindbergh. But the result is just this: A business man can travel in this plane and be much less out of touch with his business than on an express-train racing across the country below us. If the need were urgent enough, he could be in almost constant contact with his office, with the stock exchange, with London even.

Perhaps the most important function of the radio is supplying the pilots with weather reports which enable them to fly in safety. But let us get back to our trip, suggests Mr. Jones, continuing:

CHAMPION
REG. U.S. PAT. OFF.

*Champion X*—For Model T Fords—packed in the Red Box—60c. *Champions*—For all other cars, including Model A Ford, and trucks, tractors and stationary engines—75c.

A New Improved CHAMPION *for* *Every Type of Engine*

**Designed and made to meet the stresses of the most advanced modern engines, the new improved Champion is far in advance of the Champion Spark Plug of even six months ago.**

**So much better, so greatly improved for modern high-compression service is this new Champion that motorists will find it a revelation in exacting the utmost in power and economy from modern day fuels and high-compression engines.**

**The new and exclusive sillimanite insulator is as vast an improvement over all previous insulators as the original sillimanite over porcelain. It has been specifically designed to meet *all* conditions of the most advanced engineering. A remarkable new sillimanite glaze remains practically impervious to carbon and oily deposits.**

**The advanced new solid copper gasket seal remains absolutely gas-tight against the much higher compression of today's engine. The special analysis electrodes have been greatly improved to resist pitting and burning.**

***Remember*—it is a genuine economy to install new Champions every 10,000 miles. A complete new set of improved Champions installed in your car will show actual savings in gas and oil which will more than offset their cost.**

CHAMPION
*Spark Plugs*

Toledo, Ohio · Windsor, Ontario

We leave Columbus at 8:20. A little later the nose of the giant will point gently downward over fields greened by young wheat, and we shall have an opportunity of stretching our legs on an Indianapolis airport. Our station here will be smaller, but on the same general plan as the one at Columbus. A passenger or two leave, a new one or two join the party. The stop is for fifteen minutes.

When this article was in preparation it had not been decided whether our planes would stop at Colonel Lindbergh's own home field in St. Louis. But, because it is his home field, and because of its advanced design, Lambert Field, in St. Louis, deserves notice here.

Lindbergh emerged from his "private life" some months ago to speak for the passage of a $2,000,000 city-bond issue for the purchase and enlargement of Lambert Field. Then he used his influence to have the runways so planned that even the giants of the future—such as are not yet even put down on blue-prints—would be able to land safely in wind from any direction. This means four wide, smooth, solid runways, each almost a full mile in length. Here also will be found a new type of union station for air lines. There is, incidentally, already a union ticket-office for the air, in Chicago.

At this St. Louis field, instead of embarking and debarking passengers and luggage more or less in mid-field, occasionally in inclement weather, and usually on sod that is a trial to the high heels of women passengers, incoming planes will land on the runways and taxi in under cover. Between two buildings devoted to field administration and the care of passengers is an arched roof, like a train-shed, over a concrete pavement two hundred feet wide. Here as passengers have luncheon they may look out upon preparations for departures for Chicago or for Atlanta. "Bud" Gurney, Lindbergh's companion on a barnstorming trip years ago, has succeeded him as chief pilot of the St. Louis-Chicago line, which now carries passengers as well as mail.

Our St. Louis luncheon stop is a half-hour long. At 12:38 we are off again, for Kansas City, where we get fifteen minutes in which to feel the earth under our feet.

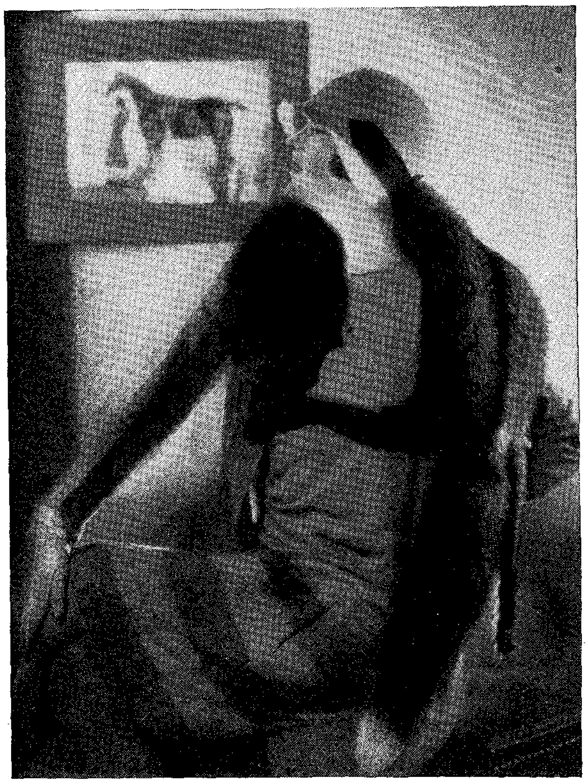
Tuesday evening we arrive at Dodge City, Kansas, once a colorful frontier town; and here we have a choice of getting aboard a Santa Fé sleeper or of turning pioneer in a new element—by taking an "air sleeper," which speeds forward through the night far above the historic old Santa Fé trail and the mountains.

The "air Pullman" will carry twelve slumbering passengers in berths, which are convertible into seats for day travel.

This night-flying link in the cross-continent chain is in the schedule to-day because, after almost four months of study, Colonel Lindbergh gave his decision for it. Pilots come to prefer night flying, the winds being generally more regular and air pockets fewer; night flying is, in short, smoother. Lindbergh himself flew the night air mail, but he was slow to prescribe it for the public, and did so only after repeatedly surveying the terrain.

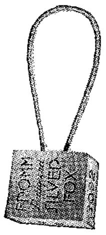
Your night limited of the air will be well guided. At twenty-five-mile intervals there are giant revolving beacons. Every three or four miles blinker lights mark the course. In the cabin radio beacons blink their message to the pilot, colored lights telling him whether the nose of his ship is pointed toward the radio-sending station at his destination.

If we have done our sleeping above singing



*Ready for 7665 women this fascinating story of*

**FROMM *Pedigreed* SILVER FOXES**



**BE SURE** *to get this Medallion with the scarf you buy. Mail to Fromm with your name and address—and receive a certificate—describing the scarf you have purchased and stating its pedigree.*

THIS SPRING, seven thousand six hundred and sixty-five women will be the proud possessors of Fromm Pedigreed Silver Fox scarfs. And only this number can possess them—for this year's crop of carefully selected, scientifically bred foxes amounts to only seven thousand six hundred and sixty-five pelts. Each of these pelts is a masterpiece in soft, full, perfectly marked, silky fur. To possess one is to possess the finest—but you must act quickly to be sure to be among the fortunate few. We have prepared a fascinating story about the Fromm fox ranches in northern Wisconsin—telling how years of scientific breeding have produced a strain of silver fox superiority instantly apparent to the expert's eye. Send, today, for this free booklet, which also tells you how to care for your silver fox scarf. Use the coupon—giving us your furrier's name—and we will assure you of the opportunity of being one of the seven thousand six hundred and sixty-five exclusive possessors of a Fromm Pedigreed Silver Fox Scarf. Fromm Bros., Nieman & Co., Thiensville, Wisconsin.

*Send for this booklet* NOW

FROMM BROS., NIEMAN & CO.
Thiensville, Wisconsin L. D. 3-2-29
GENTLEMEN:
Send me booklet on Fromm Pedigreed Silver Foxes. This entails no obligation on my part. My furrier is
*Furrier's Name*____________________
*Address*____________________
*My Name*____________________
*Address*____________________

# For Thirty Years Pianist "Encores" This Pipe Tobacco

**Heavy pipe-smoker finds cool, well-flavored taste—tin in, tin out!**

If we are any judge of world-travelling pianists, Mr. Sam La Mert knows his notes—and knows, too, after thirty years of smoking, a sweet note in pipe tobaccos when he strikes one.

Read Mr. La Mert's letter:

No. 6 Charlemagne Apts.,
1035 Geary St.,
San Francisco, California,
August 8, 1928.

Larus & Bro. Co..
Richmond, Va.

Dear Friends:

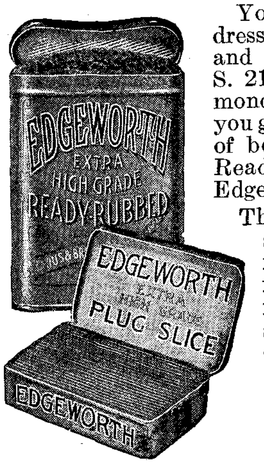
I have been a very heavy pipe smoker for the last thirty years, and have always used Edgeworth Tobacco (Plug Slice) and find there is no other tobacco like it for a cool and well flavored taste.

I am in the vaudeville business, and have traveled all over the world with my brother, and always have had very great pleasure in recommending your tobacco; and many a time I have had to pay double the price in different countries for it, but I would sooner do that than smoke anything else, as I have tried all different brands. I generally buy a one pound tin and roll it up, and believe me, gentlemen, it is real tobacco.

With best wishes from
Yours sincerely,
Sam La Mert
of the
La Mert Brothers'
Piano Novelty Act.

That's the way Edgeworth Tobacco seems to affect people. It contains a certain "something"—a likable quality that always compels pipe-smokers—musical or otherwise—to cry, "Encore! Encore!" From all over the world come good words from seasoned pipe-smokers like Mr. La Mert who have recognized that quality—and just can't help telling of the enjoyment it gives them.

There's only one way to find out whether Edgeworth sounds the right note in *your* pipe. That is—try it. If you have never tried this tobacco let us send you—free of charge—some trial pipe-loads.



Your name and address, sent to Larus and Brother Co., 2 S. 21st Street, Richmond, Va., will bring you generous helpings of both Edgeworth Ready-Rubbed and Edgeworth Plug Slice.

Then, if Edgeworth suits your taste, it *always* will, for its likable quality is always the same—tin in, tin out!

Edgeworth is sold in sizes to suit the needs and means of all purchasers. Both Edgeworth Ready-Rubbed and Plug Slice are packed in small, pocket-size packages, in handsome humidor tins holding a pound, and also in several handy in-between sizes.

*On your radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave Length 270 meters. Frequency 1110 Kilocycles.—Special Feature: The "Edgeworth Club" Hour every Wednesday evening at nine o'clock, Eastern Standard Time.*

## MOTORING AND AVIATION
*Continued*

steel rails, we shall return to the air next morning at Las Vegas, New Mexico, and travel almost all day in sight of the mountains, to arrive in late afternoon at Los Angeles. If we fly by night, we shall reach Los Angeles early Wednesday morning.

And so ends the trip on the Lindbergh Line, which "shrinks the map" and makes Los Angeles forty hours distant from New York.

In Columbus, Ohio, a few weeks ago, a proud little girl named Joan McKee took a bottle of milk in her four-year-old fists and broke it over the nose of the first ship of the line, Mr. Jones tells us, and we read further:

She was the daughter of the Army's chief air officer of the area. The plane, an all-metal Ford, was christened the *Columbus*, in honor of the eastern air terminal of the air-rail line.

But it seemed to me significant that the chance of that city's being the terminal resulted in the giving to this plane the name of the discoverer of America. I don't think that phase of it occurred to us in the beginning. One could not help wondering what Columbus would have thought of this strange bird spanning easily the vast continent which frustrated his dream of finding a new passage to the riches of India.

When the ceremonies were over, John Collins, lately a test pilot for the Ford Company, took his place at the controls and became in his way historic also. He was the first pilot engaged by the T. A. T. This particular plane was fitted as a winged office, containing desk, typewriters and general office equipment. Behind the office there was a stateroom, with built-in berths. It started at once on a business tour; from it many final details of the cross-continent air-line are being arranged.

The coming of passengers is going to cause airports to grow up rapidly, in efficiency, in appearance. All the phases of their management will require the services of constantly larger staffs. It is an axiom that less than a tenth of aviation is in the air; the rest is preparation on the ground.

Six thousand new commercial planes and eight hundred new airports established in a year, doubling of the air-mail business in the single month of August, and the starting of at least a dozen new major passenger lines, all mean the creation of literally scores of thousands of new jobs in aviation. Moreover, airplane and engine plants are doubling, quadrupling capacity.

The air-field which we knew as a cow-pasture and a shed big enough to cover two or three two-seater open planes has grown into an airport—and a really first-class airport is something like one mile square and in land, runways and buildings involves an investment running from one to two and a half million dollars.

Colonel Lindbergh himself, as we know, started the rush of cities to build airports at such a rate that, on the average, three new ones are opened each week day; Lindbergh's word is worth more to airport managements and to city fathers than the report of a whole board of experts. It is a striking fact that, as he has flown about over the country, laying out T. A. T. routes, his lightest word of suggestion regarding the planning of field or buildings has been accepted almost as Mosaic law.

### STATION XYZ DRIVING

A GLIMPSE of new realms for static to unsettle is offered us by G. M. Williams, president of the Marmon Motor Car Company. In a statement sent out recently by the company, Mr. Williams, whose business, of course, is manufacturing automobiles driven by internal-combustion engines, predicts that "possibly during the next generation, and most certainly within the twentieth century, the present type of automobile will be as obsolete as the dodo bird, the great auk, and the great horn spoon." Looking into this interesting future, Mr. Williams sees automobiles driven by electric motors and receiving "their power by radio directly from centrally located transmitting stations, each car owner being assigned a specific wave-length." Elaborating his thesis, Mr. Williams says:

The source of power for these electric automobile motors will be large central generating stations similar to those which are at present in use for the generation of electric power for lights and other commercial purposes. This automobile power, however, will be transmitted by radio directly from the central station to the car itself.

I can foresee with a reasonable degree of accuracy each automobile owner being assigned a specific power reception designation or wave-length, and all that will be necessary for him to start his car will be to pull a switch on the instrument board, thereby automatically tuning into the power wave which has been assigned to him. If his is an 80-horse-power motor-car his maximum reception will be 80 horse-power, and cars of this power will be controlled by a rheostat used similarly to the accelerator of to-day.

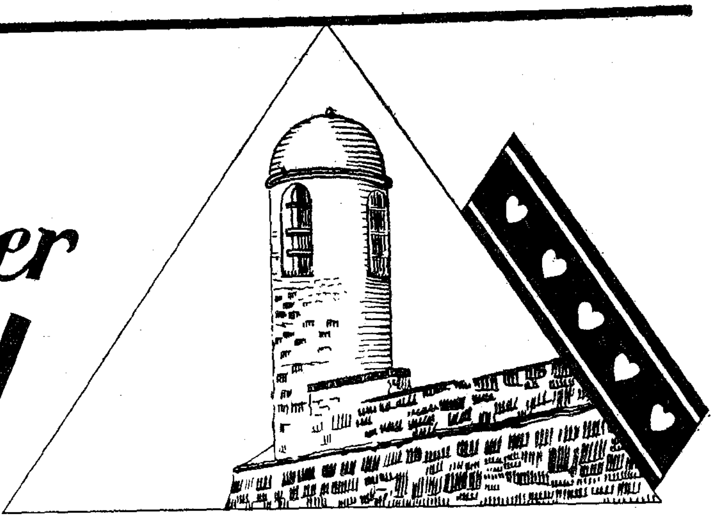
As is the case now, these cars will be built in different horse-powers and sizes, and will be taxed accordingly. Motorists will not pay for more power than is used, inasmuch as a metering arrangement will be installed in each car which, at periodic intervals, will be checked by the power company for the purpose of making a charge for the power actually used.

Among the many advantages to be expected from this development would be the speeding up of traffic due to greater acceleration and deceleration; the elimination of noxious fumes on streets and highways; and the minimizing of maintenance costs due to the relatively small number of moving parts in such electrical apparatus as compared to the present-day internal-combustion engine.

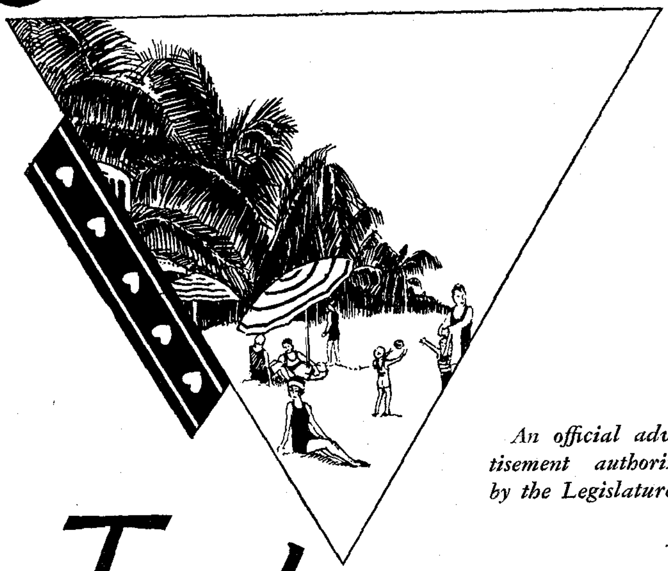
It may be said by some that the allocation of a sufficient number of wave-lengths to care for each automobile throughout the country will be impossible. This does not follow, however, in that there is no substantial reason why many cars can not operate on the same wave-length, provided that there are not enough to overload the particular wave-length to which they have been allocated. In other words, the chief problem would be to guard against the creation of too high a peak load.

Aside from the many specific advantages of radio-operated automobiles from the standpoint of their individual utility and easier operation, there is every indication that the advent of such cars would result in major economies concerning our national wealth.

and in Summer too ~ the Land of Romance



FLORIDA has more sunshine in winter and less in summer than the Northern States. In Florida the shortest day in the year is only about three hours shorter than the longest day, but along the northern border of the United States there is a difference of nearly eight hours. This, in part, accounts for the mildness of Florida winters and the coolness of Florida summers. Summer vacationists who believe that the greatest tonic for worn-out nerves and tired bodies is out-door adventure have discovered Florida. And if you want a "different" vacation this summer, come to the land where you may play out-of-doors day in and day out. Where you may pass through city gates erected by Spanish conquerors. Where you may now motor over a smooth highway through the vast Everglades, home of the Seminoles. Where you may swim in ocean, Gulf, or countless lakes and springs. Where you may see the world's largest springs. Where you may enjoy days on end of new and happy experiences in America's own sub-tropics. You'll be comfortable. Weather records prove Florida's summer climate is really delightful. You'll be unhurried. Uncrowded, too. Yet there's enough to make each day an absorbing adventure.



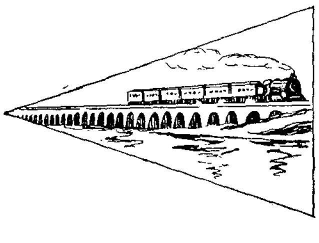
*An official advertisement authorized by the Legislature*

Teachers △ △ △ △ △ △

Florida offers an ideal solution to the vacation problem. Here is rest, recreation, a refreshing environment, as soothing to tired minds as the summer rains which break through the sunshine for an hour to make flowers glad. . . . There's much to see, much of interest to study when you are in the mood. . . . And a summer vacation in Florida is economical as well as practical. . . . For your own information and possibly for classroom work you'd like to have booklets and more complete facts. . . . Send the coupon below.

FLORIDA

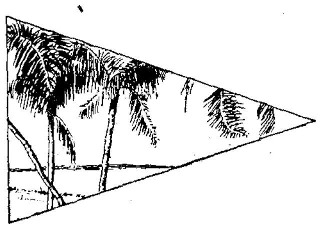
DEPARTMENT OF AGRICULTURE, TALLAHASSEE, FLORIDA



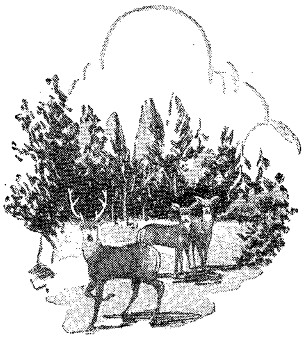
Send Me Tourist Book

Name______________________________

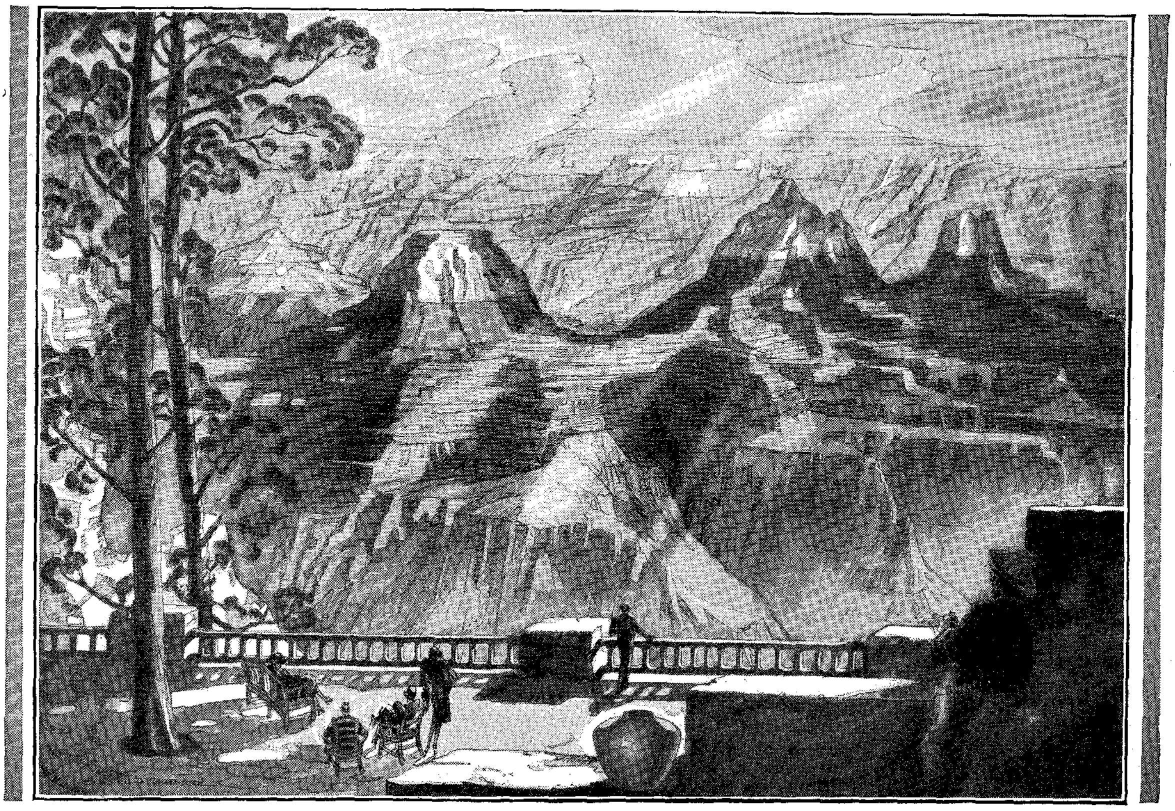
Address____________________________ L. D.



# Union Pacific



## THE NEW WAY TO SEE GRAND CANYON NATIONAL PARK



## COME linger on this sunlit brink of immensity

Imagine it! To lose yourself in the contemplation of these glorious heights and vast, mysterious depths, drenched with countless rainbows of color, changing subtly with the course of the sun! To sojourn in luxurious Grand Canyon Lodge overhanging its highest brink!

Now Union Pacific makes it possible. The new Grand Canyon Lodge, from which this view was sketched, clings to the very edge of famous Bright Angel Point! Here you will relax, and amuse yourself, and draw strength from the marvelous climate! Here you will get an unparalleled view of this measureless chasm!

But Grand Canyon is only one attraction on the Union Pacific Utah-Arizona tour.

You will travel in easy riding motor-buses, to the prismatic labyrinths of Bryce Canyon and Zion National Parks as well. It is a land of infinite variety. Colossal forests are here palpitating with wild life; strange Mormon villages and forts, extinct volcanoes, ruins of incalculable age. Every morning the world is reborn for you.

You may go independently, or on an Escorted All-Expense Tour, with interesting people from the world over. The trip is exclusive with the Union Pacific, and takes only five days after leaving your Pullman in Cedar City, the gateway. Shorter tours to individual attractions. The low cost will astonish you. No other vacation gives so much for so little—and with such economy of time!

The season is from June 1 to October 1. Send the coupon at once for detailed information, together with richly illustrated booklets.

General Passenger Agent, Dept. 316
Union Pacific System, Omaha, Neb.
Please send me complete information including cost, and booklet:

- ☐ Zion-Bryce Canyon-Grand Canyon National Parks
- ☐ Western Wonderlands (tells about *all* the West)
- ☐ Yellowstone ☐ Pacific Northwest and Alaska
- ☐ California ☐ Dude Ranches ☐ Hawaii
- ☐ Colorado ☐ Escorted All Expense Tours

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Street ________________________________

City ____________________ State __________

# Union Pacific

THE OVERLAND ROUTE

# HOW TO STUNT AND WHO MAY TRY IT

CONFUSION IS WORSE CONFOUNDED. Around we go, as horizon, sky and earth mix it up with each other. And the clouds make the aerial jumble, bad enough without them, all the worse. But all this contributes to the thrill of the flick roll we are executing in our plane under the instruction of George M. Pynchon, Jr., who describes many aerobatic feats and the proper conditions of stunting in *The Sportsman*, Boston. The spectacular flick roll, which is the same as the horizontal spin, sounds easy enough as Mr. Pynchon described how it is performed. In most types of machines, he tells us, if great speed is built up, the stick pulled hard back and to the right, and the rudder kicked over to the right, a flick roll to the right will be accomplished. It's as easy as that, but be sure of yourself and your plane before you try it. There are, of course, intermediate movements, differing slightly with every type of machine and in some cases thoroughly complicated.

There are many other stunts, but before Mr. Pynchon reveals the mysteries of various spins and loops, the Immelmann side-slipping and the like, let us hear him on what stunt flying really is and its place in aviation. Says Mr. Pynchon:

> To the larger proportion of men and women who glance at head-lines over their morning coffee, or look at pictures of crashed airplanes in their subway tabloids, stunting a plane may consist of any of three things—banking steeply, looping the loop, or spinning. These maneuvers, in their opinion, lead frequently to a nose dive and a crash. In point of fact, stunting an airplane consists of only one thing—exercising the danger limit of the capability of plane or pilot. The student who solos after three hours of instruction is more of a stunt pilot than Lieutenant Doolittle ever thought of being; but it is utterly reasonable that Lieutenant Doolittle should practise his antics in a machine built for the purpose. He is an expert in every sense of the word, and also a man of judgment, with the result that, during the course of his aerobatics, no matter how spectacular they may be, he never exercises the danger limit of either his own capability or his ship's.
>
> It is inevitable that the sport of flying will be hurt by the participation of a type of submentality which insists upon carrying full sail through a violent squall, upon diving thirty feet into four feet of water, upon flying out of a small field in a machine incapable of clearing the obstructions. It is inevitable that members of another category of stunt flyers—the show-offs—will from time to time come too close to fiancées' chimneys and be carried home in a hearse. Inevitably, courageous but rash mental children will attempt to keep appointments by continuing through fog without proper equipment, requisite skill, or sufficient fuel. People will walk into whirling propellers; they will forget to fasten their safety belts and fall out; they will fly when drunk; they will blow their noses just as they are approaching obstructions and misjudge their angles and distances, with results satisfactory only to doctors and undertakers. The only unfortunate part of accidents of this type is that they will be charged against every-day flying, whereas they are in fact the results of what is really stunt flying. Aerobatics, on the other hand, will be considered dangerous, and the mother will tell her son not to stunt—meaning the dreaded loop the loop—while she will smile admiringly at his attempts to wake up baby sister by flying as close as possible to the roof of the house.
>
> There are practically no unavoidable accidents of a serious nature in sport flying except those traceable to hidden defects in manufacture. There is even little danger from "the other fellow," for an intelligent pilot can always outmaneuver a fool —and only a fool will fly a machine of poor visibility in a crowded corner of the air.

With this preamble, the writer turns his attention to definite samples of aerobatics, thus:

> The first and most famous of these is the loop, which is accomplished by gathering the requisite speed—about one hundred miles an hour—and slowly zooming until the nose is pointing straight up, when the stick is pulled back more rapidly as far as it will go. As the machine approaches the horizontal upside down, the throttle is closed and the plane dives through the rest of the loop. High-powered planes can loop indefinitely without losing altitude, and can safely loop even at low altitude with a skilled pilot. In a well-executed loop, the centrifugal pressure will glue the occupants to their seats, but when dust from the floor boards begins to caress one's face, one can be sure that the day's practise should continue.
>
> In the earlier days of flying it was considered impossible to recover from a tail spin. During this maneuver the nose of the machine is down and the plane corkscrews rapidly downward. A more accurate name would be a tight-spinning spiral. Spinning naturally causes rapid loss of altitude, varying with the type of plane; but the average is probably about three hundred feet for each turn of a spin, and five hundred feet for the "recovery" turn. Spinning is accomplished by stalling the machine and kicking the rudder to one side or the other and holding it there, to start the autorotation. Recovery is effected by neutralizing all controls, or by first forcing opposite rudder and the stick forward and then neutralizing. Some machines, especially if they are heavily loaded, will spin automatically if they are stalled, and it is this tendency which makes it extremely dangerous to slow some machines to anything near the stalling point.
>
> Another form of the tail spin is the flat spin, which is similar in appearance, but in which the loss of altitude is much more gradual. It is usually impossible to recover from a flat spin, and only a few experimental types of plane are subject to it. In an ordinary machine the control column must be held back and the rudder must be held over, but a machine with flat-spinning tendencies will spin in such a way that the controls are almost locked in the attitude that causes the stalled spiral. In other words, if in recovering from a spin it is difficult to force the stick forward, the machine can be said to have a tendency to spin flat. Flat spinning is an evil of modern design. It is only in recent years that this difficulty has been encountered, and engineers do not yet know what causes it. I might add that no commercial machine is a flat spinner—only a few of the experimental military machines are.
>
> A third turn of aerobatics is the whip stall. Like the spin, it is the automatic result of a certain attitude of the machine. The nose is brought slowly up, great care being taken to keep the wings level and the direction of flight a straight line. The rapid loss of speed will cause the "bottom to fall out" and the plane goes into a vertical dive, recovery from which is easily effected by gradual back pressure on the stick. Care should be taken to avoid backsliding, which can be caused by bringing the nose up so abruptly that the machine slips backward before diving, since this sets up unnatural and dangerous stresses in the plane.
>
> In the Immelmann turn the sensations are agreeable and not too extreme. Almost anything which accomplishes an 180-degree turn and at the same time gains considerable altitude may be called an Immelmann, provided this is accomplished almost instantaneously. One way to effect an Immelmann is to bring the nose sharply up and kick the rudder over, as in a flick roll or spinning, but the machine is prevented from turning over on its back with the ailerons; and as soon as the nose is pointing in the opposite direction the controls are neutralized and the machine "flown out." Another form of the Immelmann is a half roll at the top of a loop which is somewhat more difficult of execution.

Aside from the maneuvers described above, the value of which is chiefly derived from the pleasure in their execution and the sense of control they develop, continues Mr. Pynchon, there are several important evolutions of a more practical nature which are nevertheless not a part of straight flying, I refer particularly to the sideslip, the forward slip, fish-tailing, lugging, cross-wind landings and take-offs, and pancaking. Quoting further:

> Sideslipping consists of depressing one wing of the machine with the rudder either neutral or opposite the direction of slip. This can be done very gently and is accomplished with the nose slightly up. In steeper slips the fuselage should be practically horizontal, otherwise too much forward speed is accumulated. It is almost impossible to slip a machine vertically with the nose up. Any good plane will recover from a slip immediately, provided the ailerons, rudder, and elevator are promptly used in coordination, and a good pilot can slip a machine until his wing tip is two or three feet off the ground. The sideslip enables the pilot to approach the ground at a steep angle over high obstructions without creating an enormous forward speed. A certain surplus, however, of forward speed always results from a slip, and this can be killed by forward slipping, fish-tailing, or lugging.
>
> Forward slipping is simply a horizontal sideslip, but it should be attempted only by experienced pilots. If the plane is left in

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## MOTORING AND AVIATION
*Continued*

forward slip too long, it will accomplish its landing sidewise, and a new landing gear will have to be ordered. It is safer to make it a rule never to forward slip unless the wheels are at least four or five feet off the ground. I have known a knoll or a small elevation in the field to rear up without warning and take the wheels off.

Fish-tailing is not quite so effective, but it is a bit easier for the amateur to experiment with. It consists of throwing the tail of the machine hard over from side to side, in this way destroying the excess forward speed. Like everything else, if it is done too violently or too carelessly, the results will be unpleasant.

Lugging is a maneuver to effect landings in limited spaces. It consists of making a series of gentle turns to the right and left so that the course of the machine over the ground is a zigzag, therefore permitting of a shorter landing.

Almost every pilot has his own special way of landing across the wind. Personally, I have found that a gentle slip into the wind will give me enough widewise momentum to offset the drift of the wind, and a normal landing can then be made, provided one has not underestimated one's forward speed. Many pilots believe that it is simpler merely to drop the wing toward the wind, the theory being that the landing gear is then in a better position to stand the side thrust, and that no gust can get under the windward wing and upset the machine. It is usually wise to drop the windward wing at the moment of landing in a cross-wind no matter what other methods the pilot may be addicted to. Still another favorite method of cross-wind landings is to make the approach with the nose turned slightly into the wind so that the ground course of the machine rather than being sidewise to the runway is parallel to it. Then if the nose is turned away from the wind at the last moment there will be a second when the machine is pointed in the same direction in which it is traveling, and the landing can then be effected.

---

### AUTOMOBILES WITH SEX APPEAL

THE male walked warily, for his pocket-book was in dire danger. The chill of its approaching dissolution was already upon him. His only hope, Edwin C. Hill tells us in the New York *Sun*, was in Mr. Pope's famous summary of the feminine character—its contradictoriness. She "wanted this car then wanted the next one twice as much and the third infinitely more than the second." The scene, as you may easily guess, was an automobile show—the recent National in New York, to be exact. Mr. Hill reveals, philosophizing on feminine influence on motor styles, that more than half of those present were women. "Whether they were sixteen or sixty, it was their show and they knew it. Most of them appeared towing a male creature, guiding him as a busy little tug guides a tall ship, and all in a perfect fever and flutter of excitement." If anything in this world ever had sex appeal, he remarks further, it was this pageant of the

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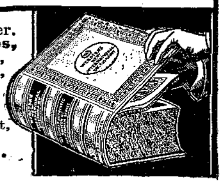

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motor world. It had "more sex appeal than Greta Garbo or Jack Gilbert." In a word, Mr. Hill sums it up, the world to-day is Aphrodite's and "she has it in the hollow of her slim white hand."

Foremost among the American business men that have bent the suppliant knee before the Boss of Civilization are the makers of automobiles. It took them some years to learn who was really running this old earth, but they have conned their lesson.

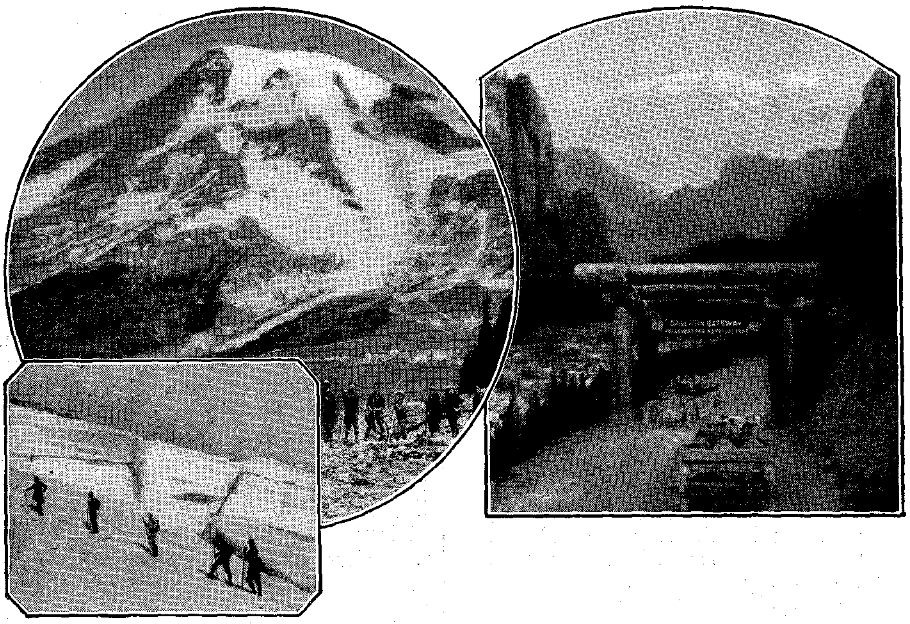
They made the National Automobile Show as much of a woman's show as anything the sparkling specialty shops of Fifth Avenue, the Rue de la Paix, or Bond Street, have to offer. Men—necessary and useful creatures—were welcome in the great exhibitional palace, because, as a rule, they carry the check books, but the glad hand, the warm hand, went out to our long-lost rib.

For Her they made America's greatest motor-car show as thrilling as a Tiffany showcase or the display room of that dear M. Poiret. For Her they created motor-cars with the lovely lines of racing yachts. For Her they filled a vast building with the gorgeous and irresistible colors of an English garden in the spring. It was all Hers.

But Mr. Hill, being a man, keeps to generalities. It takes a woman to spot the details. So we turn to the notes of Dorothy Dayton, also in *The Sun*, at the Automobile Salon, a little earlier than the National Automobile Show. Miss Dayton points out some of the things in this year's cars that led to Mr. Hill's conclusions. Reading on:

> Even the coaches of Josephine, still preserved at Malmaison, near Paris, with their rich brocade finishings, are no more regal and luxurious than one model, with its dove-gray upholstery of cut velvet, its engraved silver door handles and trimmings, its Italian wood paneling, and all the various little luxury notes that make it a typically feminine car.
>
> This, as well as other automobiles, is now fitted out with such little luxury notes as tiny dressing-tables of beautiful wood, fully equipped with containers for powder, rouge, lipstick, perfumes and everything else that the feminine occupant may need. Tiny beautifully finished wood or engraved silver pockets on each side contain hair-brushes and perfume containers, and all the equipment for smoking, and one model goes farther and has a tiny cabinet containing cordial glasses and other niceties for refreshments while driving.
>
> Added to such little luxuries, there are of course the usual speaking tubes to address the chauffeur, and the newest of these are works of art in themselves, of engraved silver or carved wood, or pearl or whatever other trimming note the maker has gone in for. And the newer town cars are equipped with skylights so that the fair rider may have her sun bath, and keep her new sun-burnt complexion.
>
> And of course there are no end of little conveniences, like beautifully made clocks, cigaret-lighters, ash-containers and, in fact, almost everything that is needed to fit out a small boudoir or salon.

Outwardly, of course, these motors are equally magnificent, says Miss Dayton, citing "the soft dove-gray coat of one" as having "touches of dull-sheen engraved silver." Reading on:



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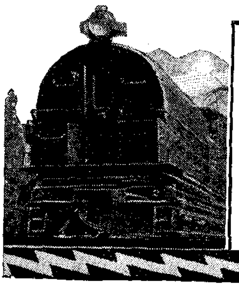

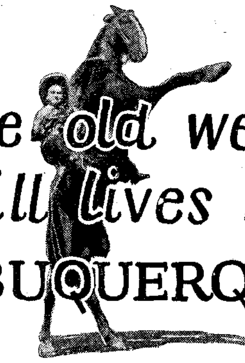

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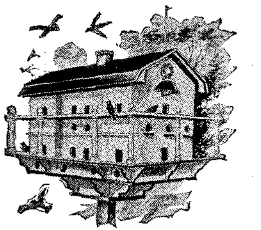

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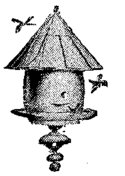

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## MOTORING AND AVIATION
*Continued*

> Another is equipped with real round door-knobs in beautiful inlaid enamels, and its cushions are of a modernistic brocade. It has V-shaped window-shields, of non-breakable glass, of course, and a cone-type ventilator. The running-board is of fine oak, as are the inside panelings.
>
> Use of colors in the new automobiles is particularly effective, and all the new ideas in feminine dress have been borrowed. For instance, two shades of the same color are used effectively, and sometimes three. One of the new cars, for instance, is in three shades of gray, and inside it is lined with the loveliest shade of rose imaginable. Its fittings are of cedar, and it is fully equipped with silver brushes, mirrors, and vanities. It has adjustable ventilators, and the very smartest and most convenient trunk at the back.
>
> Another car, the interior of which looks like a library or drawing-room, has the most magnificent carved wood paneling, a rug as thick and lovely as could be found in any drawing-room, and softly shaded lights. A little dressing-table, with a cabinet for gloves and other little accessories, is part of the paneling itself. The seat of rich upholstery has beautifully curved arms of the same exquisitely hand-carved wood. Another car (and after seeing so many it is difficult to remember which one) had beautifully inlaid wood paneling in marquetry effect.

But Miss Dayton adds a depressing—such a depressing!—note:

> As for price, after looking at so much luxuriousness the prices seem positively paltry—a mere $22,000 or so for the most expensive model in the show and some prices as low as $5,000 to $6,000.

Not since man (or maybe it was woman) invented the wheel and stood by in delighted amazement as the contrivance turned round has there been so much beauty of line and color in things on wheels, we find Mr. Hill exclaiming as we return to his observations. *Continuing:*

> Solomon in all his glory saw nothing like this—and what a time he would have, with a thousand wives, at the National Automobile Show! The revenues of Judea would scarcely have supported the eager ambition of so many spouses.
>
> They made no secret—the automobile manufacturers—of the fact that this was a woman's show—that they deliberately gave it sex appeal. They tell you that all business must have sex appeal to succeed in this day and age—not even excluding men's tailors—for the feminine demand for line and color has overborne the mere masculine insistence on practicability, durability, power, and such dull and commonplace things. Not that the practicability, durability, and power are not there, for they are, in greater measure than the American automobile ever knew; but in response to the silent but irresistible influence of woman one-time squat, drab and formless cars have taken on such attributes of beauty as would have made Raffael stop dead in the streets of Rome or have caused Da Vinci to turn away from the last touches on "Mona Lisa."

## BY MOTOR TO SOUTH AMERICA

YOUNG AMERICA delivers an ultimatum. The family's annual vacation tour is under discussion when the younger generation stands up and demands that, having seen America first, it be taken to foreign climes. This will happen some day in the not so distant future, Pyke Johnson, executive director of the Pan-American Confederation for Highway Education, predicts in the *Manufacturers Record.* The writer is discussing plans for a motor highway from North America, through Central America, to South America. When the ultimatum is delivered the father will turn to his emergency file and produce the map of a new road. Reading on:

> Unrolling it, he will suggest that this time the family not only go South, but that it keep on going South, through Texas, through Mexico, Guatemala, Salvador, Honduras, Nicaragua, Costa Rica—on to Panama, through lands of amazing scenic contrasts, of strange people, strange customs and strange languages.
>
> When that day comes—and "it won't be long now"—it will mark the dawn of a new and significant era of intercontinental relations from which the people of both Americas may expect large returns both in better understanding and in trade growing from improved systems of communication.
>
> Thus far no actual survey has been made of the distance which our family will have to travel to go from Laredo, Texas, to Panama, but figures compiled from the records of the Department of Commerce and the Pan-American Union indicate that the route will be about 3,500 miles, or about 300 miles farther than from New York to San Francisco.
>
> Out of this total, 1,500 miles lies in Mexico, and this much, the chairman of the Mexican Highway Commission has recently stated, will be open to traffic within two years. Of the remainder, there is 1,000 miles of terrain over which there is no road at present and another 1,000 which can be driven by motor either in dry season or all the year around. Guatemala, Salvador, and Panama are virtually traversable now.
>
> More important than the total figures, however, are the statements of men who have gone by motor, on foot, or on horseback along the proposed route that nowhere in all the distance is there any physical obstacle to be overcome any more difficult than those which have been vanquished along some parts of the route already. In fact, barring an inconsiderable mileage, the chief reason there is no road in certain sectors is found in the fact that the population at these points is sparse and the urge in the past has been for an Atlantic-Pacific gateway rather than for a longitudinal road.
>
> The vista which the proposed road lays before the mind's eye of the traveler is one of diverse and engaging interests.
>
> Given a highway of this character, the traveler up the West Coast will be able to disembark at Panama, take a bus or automobile to Guatemala and travel from there via train, if he desires, to the United States, cutting days from his schedule. New and more intimate contacts with South America of advantage to all will result.
>
> New markets will be provided for the numerous raw materials of the Central American countries and the flow of tourists into these areas will provide them with new

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When the principle was applied, the pulse of traffic quickened at once, because the beat was stronger. Speed could be controlled, therefore it could be utilized. It was found that a track could handle many times more traffic than ever before, more trains, heavier trains, faster trains. It was as if a narrow path had suddenly become a broad highway.

With new resources of speed at their command railroad engineers began their work of revolutionizing freight and passenger service, with results beyond their most sanguine hope. A new door opened to agriculture: perishable produce could be shipped to markets thousands of miles away.

Last year there came to the New York Metropolitan District on the Pennsylvania Railroad fresh fruits and vegetables that would fill a freight train as long as the distance across the continent—and the average haul was 1500 miles! Public health, no less than agriculture, profited from the invention. Industry, too, sprang forward, sure of rapid transit and of economical national distribution. Huge reservoirs of capital, released from the necessity of financing goods in slow transit, poured into productive enterprise. It is almost impossible to picture an America today denied the service of the air brake over even a small part of the last sixty years.

As in the case of many another contribution to transportation technique, the Pennsylvania was first of all railroads to adopt the Westinghouse Air Brake.

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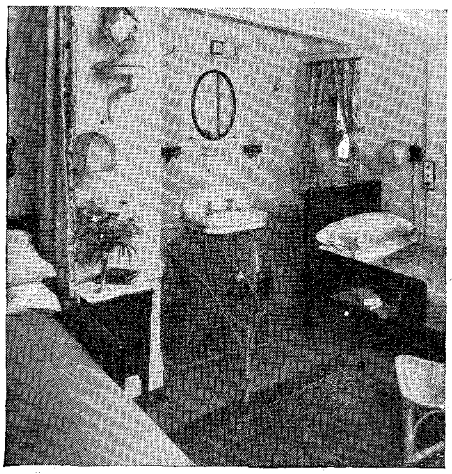

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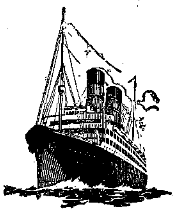

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## MOTORING AND AVIATION

*Continued*

and sure means of employment and wealth. As these are developed there will be calls upon our country for various articles of commerce and, so a new series of economic cycles will be set up.

While attention for the moment is concentrated on the upper sector as the one which promises early fulfilment, actual construction on the Texas-Panama road will have its reaction on the road-builders of the countries of South America, and before the first part is completed it is reasonable to suppose that several of the long legs in the road from Panama to Santiago to Buenos Aires to Rio to Panama, will be completed.

In fact, while the proposal for an inter-American highway as such is largely in the discursive stage, much has been already done. Brazil has opened a 1,000-mile link from Rio to Montevideo which can be made if the motorist will take to the beaches for part of the distance. Colombia has cut the time from Bonaventura to Bogota by three days, by opening a new link. The road from Valparaiso to Santiago, Chile, is open. There is a fine stretch from Laredo to Montemorelos, Mexico.

For the most part these roads have been built as local or national rather than as international projects and in fact there has been some disposition to oppose opening routes across frontiers, Mr. Johnson says, continuing:

Now, however, economic pressure and the desire of people in both Americas to see new sights is working and the stage is being set for action of a very positive nature.

Perhaps the first definite evidence of practical activity on a matter which has been discust for years came in 1924, when at the invitation of the Highway Education Board, a group of engineers from the several Latin countries of the Pan-American Union came to the United States to make a survey of highway transportation and to see what could be done to provide for road communication between the two continents—North and South America.

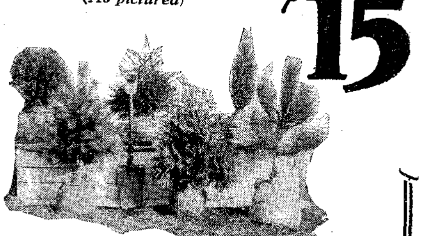
During their visit these men spent many days in Maryland, in Virginia and North Carolina inspecting roads, and then moved on to Minnesota via Kentucky and Illinois, returning to New York by way of Wisconsin, Michigan, Ohio, and Pennsylvania. En route they met many leading Americans, including President Coolidge, who spoke of the need of transportation as a basis for cultural and economic advance as well as a means of improving Pan-American unity.

Note here Mr. Hoover's words, which had a prophetic note particularly interesting in the light of subsequent events. He said:

"For many years, for perhaps half a century, the engineers have carried a dream in their minds that they might some day have a railway from Canada to Tierra del Fuego. That dream is much more likely of realization and is certain of realization through the development of the great new form of transportation by automobile, for through that we will have the extension of our road system to that point where we shall have at last and in reality, and in not many years, real communication between all the nations of the American continent."

6 transplanted EVERGREENS

(*As pictured*) $15



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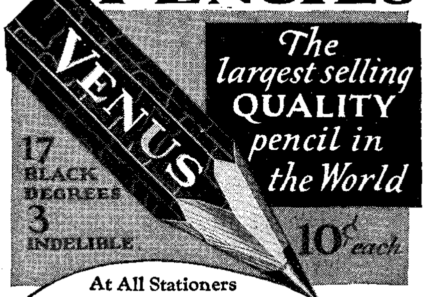
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Have won the praise of thousands of particular people everywhere. Sample FREE.
JOHN I. BROWN & SON, BOSTON, MASS.

BROWN'S BRONCHIAL TROCHES

After telling of international conferences and of Congressional action, the writer sums up the situation thus:

So we come down to the present situation in which the Government of the United States may be pictured as standing by ready to cooperate with the Central American republics as and when they indicate they want cooperation in preliminary steps looking forward to the actual construction of an inter-American road. How soon actual work on the survey will begin will depend therefore on the answers received by the Pan-American Confederation. It may be that some countries now have the needed data. Others may prefer to make the studies by themselves. But since interest here has grown out of the several actions of the Latin representatives, it may be expected that whatever course the central countries prefer to follow, our attitude will be one of acceptance and cooperation.

There are few engineering projects remaining in the world to-day more stimulating to the imagination than this one. Public interest in our neighbors to the South has been tremendously increased by the good-will voyage of President-elect Hoover.

An opportunity to see the land of Montezuma, to traverse the trails of the buccaneers of pirate days, to trace the footsteps of the Incas, is sufficient to stir any motorist. And in the wake of the southward-questing flivver will come new opportunities for all people in both Americas.

---

**Tale of Two Patches.**—A woman advertised for a man to work in her garden, and two men applied for the job. While she was interviewing them, she noticed that her mother was making signs to her to choose the smaller.

When the women were alone, the daughter said: "Why did you signal to me to choose the little man, mother? The other had a much better face."

"Face!" exclaimed the other. "When you pick a man to work in your garden, you want to go by his trousers. If they're patched on his knees, you want him; if they're patched on the seat, you don't."—*Open Road.*

---

**Imaginary Splendor.**—A rumor gained considerable currency last week that ye ed was seen on our streets in a new suit of clothes. It was made of whole cloth—the rumor, we mean.—*Buffalo Evening News.*

---

**Yumping Yiminy!**—Somebody has a mistake made. My mail what I get don't come to me. Please the matter up look. Please my mail in Mr. Green's mail sack put. You I thank.—*Letter received by a Postmaster in the Northwest.*

---

**Sure Thing.**—The Florida Citrus Growers' Clearing House Association has given twenty carloads of grapefruit for the treatment of influenza in Northern cities. That's advertising of the kind that hits 'em in the eye.—*Florida paper.*

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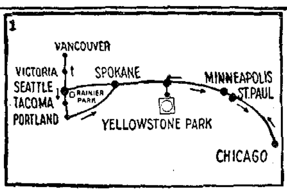
**Slightly Damp?**—A silver tea for the members of the Wet End Women's Christian Temperance Union was given Tuesday. —*Binghamton (N. Y.) paper.*

WESTERN VACATIONS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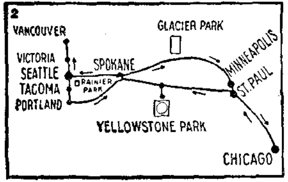
VANCOUVER
VICTORIA
SEATTLE
TACOMA
PORTLAND
SPOKANE
RAINIER PARK
MINNEAPOLIS
ST. PAUL
YELLOWSTONE PARK
CHICAGO

ROUTE No. 1
Yellowstone Park — Pacific Northwest
$94.22 Round Trip
Summer Fare from Chicago
Mississippi—10,000 Lakes—Minnesota—Scenic Dakota Bad Lands—Montana Rockies—Yellowstone—Cascade Mountains—Puget Sound—Columbia River—28 Ranges of Mountains—1406 Miles of Rivers.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VANCOUVER
GLACIER PARK
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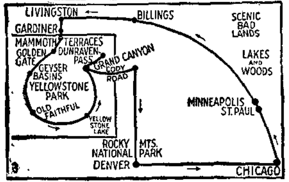
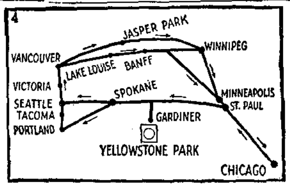
RAINIER PARK
MINNEAPOLIS
ST. PAUL
YELLOWSTONE PARK
CHICAGO

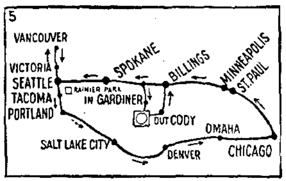
ROUTE No. 2
Yellowstone—Pacific Northwest—Glacier
$94.22 Round Trip
Summer Fare from Chicago
The Mississippi—Minnesota Lakes and Woods—The Rockies—Yellowstone—Idaho Lakes—Cascades and Olympics—Columbia River—Glacier Park.


3
LIVINGSTON
BILLINGS
SCENIC BAD LANDS
GARDINER
MAMMOTH
TERRACES
GOLDEN GATE
DUNRAVEN PASS
GRAND CANYON
CODY ROAD
GEYSER BASINS
YELLOWSTONE PARK
OLD FAITHFUL
YELLOW STONE LAKE
LAKES AND WOODS
MINNEAPOLIS
ST. PAUL
ROCKY MTS. NATIONAL PARK
DENVER
CHICAGO

ROUTE No. 3
Yellowstone Park—Colorado
$59.35 Round Trip
Summer Fare from Chicago
Minnesota's Lake Region—Picturesque Dakota Bad Lands—in Gardiner Gateway (or Bozeman-Gallatin)—Geysers—Firehole Cascades—Old Faithful—Kepler Cascades—Paint Pots—Yellowstone Lake—Grand Canyon—Sylvan Lake—Sylvan Lodge—Cody Road—Colorado—Chicago.


4
JASPER PARK
WINNIPEG
VANCOUVER
LAKE LOUISE
BANFF
VICTORIA
SEATTLE
TACOMA
PORTLAND
SPOKANE
MINNEAPOLIS
ST. PAUL
GARDINER
YELLOWSTONE PARK
CHICAGO

ROUTE No. 4
Yellowstone, Pacific Northwest and Canadian Rockies
$94.22 Round Trip
Summer Fare from Chicago
Beautiful Twin Cities—Scenic Bad Lands—Yellowstone—The Rockies—Columbia River—Puget Sound—British Columbia—(Jasper Park and Canadian National, or Lake Louise, Banff and Canadian Pacific. Which do you prefer?)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VANCOUVER
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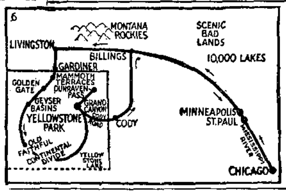
BILLINGS
MINNEAPOLIS
ST. PAUL
RAINIER PARK
IN GARDINER
OUT CODY
OMAHA
SALT LAKE CITY
DENVER
CHICAGO

ROUTE No. 5
Pacific Northwest—Colorado
$95.05 Round Trip
Summer Fare from Chicago
Mississippi River—Minnesota's Lakes and Woods—Scenic Dakota Bad Lands—Yellowstone Park—"In Gardiner; Out Cody"—The Rockies—The Cascades—Puget Sound—British Columbia—Portland—Salt Lake City—Colorado Rockies—Denver.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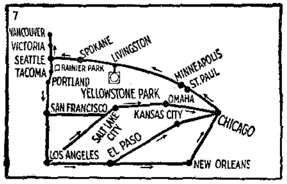
MONTANA ROCKIES
SCENIC BAD LANDS
LIVINGSTON
BILLINGS
10,000 LAKES
GARDINER
MAMMOTH TERRACES
DUNRAVEN PASS
GOLDEN GATE
GEYSER BASINS
GRAND CANYON
YELLOWSTONE PARK
CODY
OLD FAITHFUL
MINNEAPOLIS
ST. PAUL
MISSISSIPPI RIVER
CHICAGO

ROUTE No. 6
Yellowstone Park—In Gardiner—Out Cody
$59.35 Round Trip
Summer Fare from Chicago
Mississippi River—Minnesota's Lakes and Woods—The scenic Gardiner Canyon—Mammoth Terraces—Geysers—Yellowstone Lake, Rapids and Falls—Grand Canyon—Dunraven Pass—Shoshone Canyon and Dam—Cody—Scenic Dakota Bad Lands.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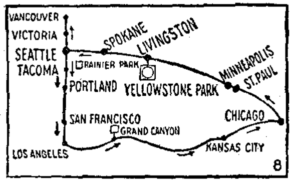
SPOKANE
LIVINGSTON
RAINIER PARK
PORTLAND
YELLOWSTONE PARK
MINNEAPOLIS
ST. PAUL
OMAHA
SAN FRANCISCO
KANSAS CITY
SALT LAKE CITY
CHICAGO
LOS ANGELES
EL PASO
NEW ORLEANS

ROUTE No. 7
Pacific Northwest — California
$112.22 Round Trip
Summer Fare from Chicago
Twin Cities—Dakota Bad Lands—Montana Rockies—Yellowstone Park—British Columbia—Puget Sound—Cascade Mountains—California—via Kansas City, Omaha or New Orleans. (In coupon or letter mention cities desired on return trip.)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PORTLAND
YELLOWSTONE PARK
MINNEAPOLIS
ST. PAUL
SAN FRANCISCO
GRAND CANYON
CHICAGO
LOS ANGELES
KANSAS CITY
8

ROUTE No. 8
Yellowstone—Pacific Coast—Grand Canyon
$121.34 Round Trip
Summer Fare from Chicago
Mississippi River—Minnesota's Ten Thousand Lakes Region—Montana Rockies—Yellowstone Park—Idaho Lakes—Puget Sound—British Columbia—California—Grand Canyon of the Colorado River.

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6 ☐
7 ☐
8 ☐
*Phone* ................ *City* ................ *State* ................
*If Student, State Grade* ................
*I am considering a trip about* ................ Date *and want to include in my itinerary*
................ States, Cities, Parks, Etc. *There will be* ................ Number *in my party*

## CHEMICAL COTTON: A NEW INDUSTRY

NOT a synthetic cotton, chemically produced, but cotton obtained by chemically detaching the fuzz adherent to the hulls of cottonseed. This is worth little when removed mechanically, as formerly, but the "chemical cotton" is of considerable value. This finishes the utilization of the cotton plant. The hulled seed has long been used; the hulls are now recognized as sources of various cellulose products, and now the fuzz on the hulls assumes importance. Writes George M. Rommel, an agricultural consultant of Washington, D. C., in an article on "Salvaging Cottonseed Hulls," contributed to *The Manufacturers Record* (Baltimore):

"Cottonseed was a garbage in 1860, a fertilizer in 1870, a cattle food in 1880, and a table food and many things else in 1890." This quotation, which appears in one of the bulletins of the U. S. Census, accurately portrays the development of the cottonseed industry. The transformation which has occurred during the past twenty-five years is even more striking, because of the development of chemical research.

From an accumulation of waste without value except for the small amount needed to plant the next crop, a $500,000,000 industry has developed in sixty years as an adjunct to the cotton crop in the United States.

Twenty-five years ago cotton linters were of value only for batting and for stuffing mattresses. To-day dozens of products of the highest value are made from cotton linters by the chemical manufacturer, while the oil from cottonseed has been refined until its best grades rank with the choicest food oils known. The cake and meal are among the most valuable cattle feeds, and constitute an important element in the fertilizer trade. Chemists are now working to bring about further refinement of cottonseed-meal, so that it may assume a place of importance in the human dietary.

In 1899 the country's cottonseed crop amounted to 4,000,000 tons, and its average value was $15 a ton. The cottonseed-crushing industry was then in its infancy. Last year more than 6,000,000 tons of cottonseed were crusht, yielding nearly 1,000,000 tons of crude oil. Almost 2,000,000 tons of hulls and over 1,000,000 bales of cotton linters were produced from last year's crop of cottonseed.

The annual cotton crop in the United States produces an average of about 1,500,000 tons of cottonseed hulls. The price has been as low as $2 a ton. Last year thousands of tons of hulls were burned under boilers.

The hulls are the least valuable part of the cottonseed. Their principal use in the past has been for cattle feed. Hulls give the ration bulk and balance the richness of the cottonseed-meal. Used alone, they are poor feed, but will keep cattle from starving.

But whatever may be said about the hulls no claims at all can be made for the feed value of the fuzz which sticks to them. This fuzzy material is actually cotton lint, and no one would think of feeding cotton lint to his cows. There is nothing in the idea that the small lint fibers on cottonseed hulls "make a good cud." The best cud a cow can get comes from a rich pasture. So that, taking lint and hulls together, as we find them, they are by no means an ideal cattle feed.

The very qualities which give cottonseed hulls a low value for cattle-feeding make them valuable as raw material for the manufacture of such cellulose products as rayon, lacquers, celluloid, and so on, because of their high content of cellulose.

Cotton fiber is almost pure cellulose, cotton linters are little lower in value, and even the fuzz on cottonseed hulls can be made valuable for chemical manufacture.

The hulls remaining after the fuzz has been removed are known in the trade as "cottonseed bran." The nitrogen-free extract in cottonseed bran contains 37.59 per cent. of sugar. It would seem that cottonseed hulls are worth more to turn into manufactured cellulose products than to feed to cattle, provided means are developed which make them profitable to manufacture. It now appears that this has been done.

Readers are familiar with the efforts for the utilization of cornstalks and other farm wastes for manufacturing purposes. It now appears that the cottonseed hulls of the South have joined the Northern cornstalks in commanding industrial attention. Private initiative has perfected processes for handling both on a commercial scale.

The Cornstalk Products Company which is responsible for the first cornstalk cellulose plant in the United States, now going into production at Danville, Illinois, has informed Federal research authorities that its chemists have also perfected a process for converting cottonseed hulls into cellulose and many valuable by-products.

The new process is said to differ radically from any heretofore used, because a perfect separation of the lint from the hulls is brought about by a chemical, rather than by a mechanical process. A small commercial unit was installed at Danville, and the results, it is announced, have proved so satisfactory that a subsidiary corporation has been financed to commercialize the cottonseed-hull process in the South.

The new chemical cellulose industries, as well as the requirements for high-grade paper-making, have tremendously broadened the demand for cotton linters and correspondingly increased the value of cottonseed. More and more the lint has been removed by mechanical processes, but there still remains a huge waste. Mechanical separation of the lint from the hull produces a disintegrated short fiber. The new process produces a "chemical cotton" of short fiber but of uniform quality and length. It is ready to go into solution for rayon and the other chemical cellulose industries, or, without further bleaching, into the manufacture of paper.

It is stated that the "chemical cotton" recoverable by this process from the average yearly output of cottonseed hulls amounts to not less than 250,000 tons or 1,000,000 bales; also that the recoverable by-products of the process are as valuable as the "chemical cotton." The other products include a superior grade of cellulose flour which promises to be a more satisfactory product for use in industry than wood flour.

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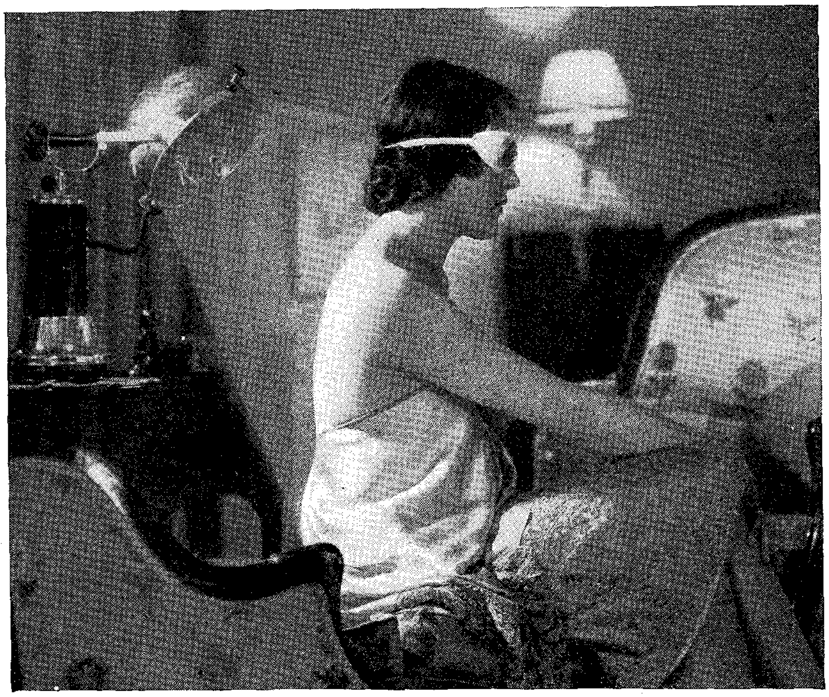

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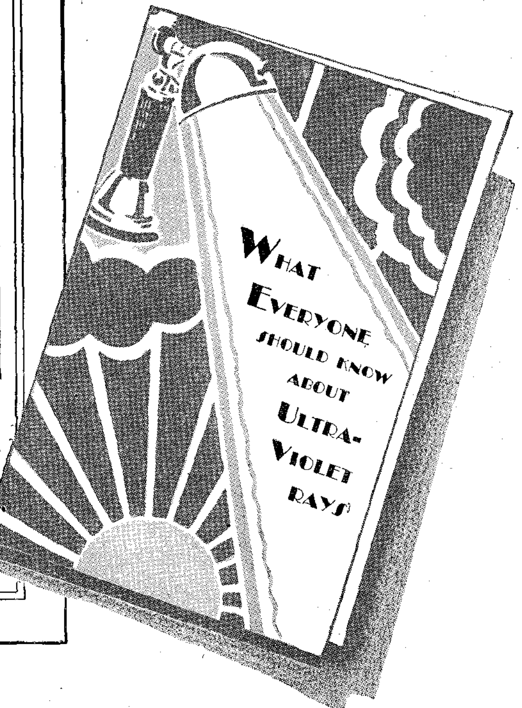
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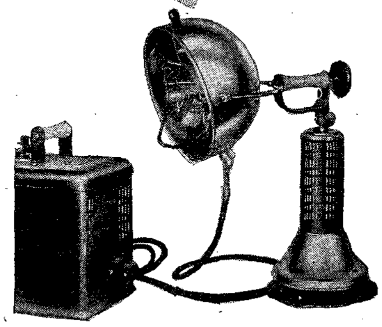
But do not try to treat illness with ultra-violet rays. When you are sick see your doctor. In any event, be sure to ask him about the Hanovia Lamp. No doubt he uses it himself or prescribes its use.

And now, before you turn this page, tear off and mail the attached coupon. Promptly you will receive the booklet that gives you *facts*—facts you should know about a subject paramount in importance to you and your family today!



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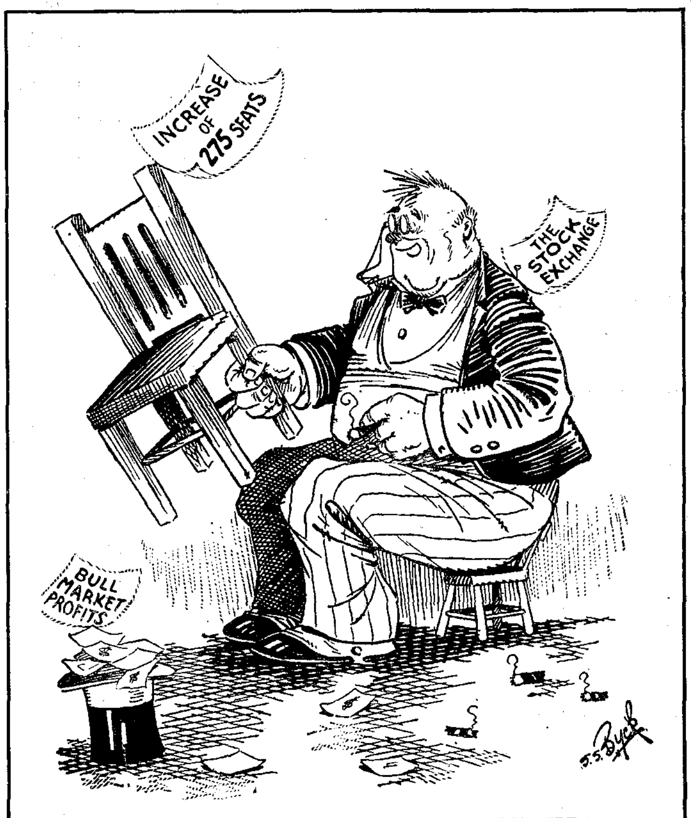
# INVESTMENTS AND FINANCE

## MORE AND BIGGER STOCK MARKETS

A SIGNIFICANT RESULT of the speculative wave is the creation of new markets for dealing in stocks. There are now three exchanges in New York dealing in miscellaneous stocks: the New York Stock Exchange, which is increasing its membership, as noted further on; the Curb Market, and the Securities Exchange, started by the New York Produce Exchange a few weeks ago. And then, some of the commodities markets are planning to deal in certain securities, and the New York Real Estate Board is to open a market for the sale of real-estate stocks and bonds. Of course there are also more than a score of busy stock markets in other cities than New York, several of them established recently.



ANOTHER PARKING PROBLEM IS SOLVED!
—Byck in the Brooklyn *Times.*

The plan of the New York Cotton Exchange to have its charter amended to permit dealing in securities seems to *Barron's Weekly* "an eloquent witness of the withdrawal of public speculative interest from the future value of raw material to the future value of investments in the shares of industrial concerns that buy the material." According to this financial weekly, the Cotton Exchange originally planned to deal only in the securities of about 200 cotton-mill concerns. But the exchange is now considering asking for power to deal in securities of all concerns fabricating raw silk, wool, rayon, and cotton, and of all concerns dealing in products composed wholly or in substantial part of textile material. This exchange then would "trade in the shares of department-store and dry-goods companies carrying textile stocks, as well as in the rayon or cotton-mill shares." We read further in *Barron's Weekly:*

> Under the ultimate plans of the New York Sugar and Coffee Exchange to trade in the shares of sugar mills and coffee producers, corresponding provisions may be made, to draw within the sugar and coffee-ring securities having the price curve which their large inventories of sugar and coffee may give them, plus the wide fluctuations found now in the investment markets alone.

But the New York Produce Exchange has gone farther than this. After long preparation it started on December 19 a general securities market dealing in stocks and bonds hitherto "unlisted," or "sold over the counter." On the new board are listed more than 275 stocks and bonds, including 54 insurance stocks, 47 banks, 43 public utilities, 9 aviations, 35 investment trusts, and 91 industrials. A large number of Canadian securities, both stocks and bonds, are included. When the market opened about 150 members were qualified to trade, including representatives of a number of large Stock Exchange houses. The Produce Exchange officials state that they are well satisfied with the growth of trading on their new board. The total sales the first day were 13,340 shares, and the sales for the first six weeks ran as follows: 61,000; 58,000; 104,000; 104,700; 102,000; 165,000. The Alexander Hamilton Institute in its *Business Conditions Weekly* comments as follows on the Produce Exchange's new market:

> The fact that a security is not listed in any exchange does not necessarily imply that it does not enjoy a good measure of marketability. Bonds and stocks which are popular with investors, and which are unlisted, find their market in "over-the-counter" trading. This is essentially a dealer's market. On the organized exchange, the broker executes his customer's order for a commission, and he can not become the opposite party. The "over-the-counter" dealer makes the market. Their bids determine the price at which securities can be sold and their offers, the prices at which unlisted stocks and bonds may be bought. The dealer buys directly from the customer for his own account, and sells in the same way. In so far as the new department of the Produce Exchange affects this class of securities, it will be to substitute a broker's market for a dealer's market, or to supplement the dealer's market.
>
> The success of the new department will be linked closely with the breadth of trading which it attracts—in other words, with its popularity. On an organized exchange quotations should be narrower than in an unorganized market. If sufficient breadth develops, the new department will be performing an economic service of value in making a closer, more certain market for the securities in which trading is carried on.
>
> Conversely, a thin market could result in spreads between bids and offers that would represent but little change from the open market.

Further evidence of the evolution of our investment habits is seen by the New York *World* in a proposal to establish in New York a new stock exchange which shall limit its operations to real-estate securities:

> At present only a very small proportion of the stocks and bonds based on real estate is listed on the other exchanges, and the amount of such issues has increased enormously as a result of the high rate of building activity in recent years. These securities show a wide variation in quality, and a centralized market for them can be of great service to the investing public. As to the merits of the proposed new exchange, as of any other similar innovation, it can only be said that the proof of the pudding will come with the eating.
>
> An organized and properly managed market for real-estate stocks and bonds should increase their salability, and the maintenance of rigid standards for listing will greatly assist investors in gaging the quality of the various offerings. This selective work at the beginning may be one of the exchange's most useful functions.

The new Real Estate Exchange is to be opened by the New York Real Estate Board, which is now busy at work on plans. "The establishment of an exchange for listing and selling real-estate securities is the most important development in the real-estate history of New York since Manhattan was purchased from the Indians for $24 worth of trinkets," remarks one New York real-estate man quoted in the New York *Herald Tribune*. A word of approval (printed in the same New York newspaper) comes in a letter to Peter Grimm, President of the Real Estate Board, from New York State Deputy Commissioner of Taxation and Finance, Frank S. McCaffrey, who says he favors these changes because:

> It will save the investing public millions of dollars a year by discouraging offerings of real-estate securities issued on over-appraised, dishonest valuations.
>
> It will create a greater interest in real-estate securities.
>
> It will establish proper market value.
>
> It will create a market-place where the investor can readily dispose of his investment, and reinvest with safety.
>
> It will establish the difference between investment and speculation as applying to real-estate securities.
>
> It will be the creation of an additional unit toward maintaining the financial supremacy of New York City.

Finally there is the expansion of the New York Stock Exchange, an operation which does not seem to have been affected by the recent antispeculation activities of the Federal Reserve Board. Months ago, as a writer in the New York *Evening Post* reminds us, the Stock Exchange "reached the point where it must expand or turn away business." New space was purchased, the old floor revamped, new telephone systems have been installed, "and a new and speedier ticker is on the way." Then it became a question of man power. Last month the members of the Exchange ratified the plan of the Governors to increase the membership from 1,100 to 1,375. This is the first change in membership since 1879, when there was an increase from 1,060 to 1,100.

Stock Exchange seats were selling at $625,000 before the authorization of the increase in membership. The first seat sold after the authorization was at the same price. This, the New York *Times* explains, establishes $125,000 as the value of the "right" giving each present seat-holder a one-fourth interest in an additional seat.

This increase in membership, says the New York *Evening Post*, editorially "was necessary if the Stock Exchange was to serve the American people as a security market adequate to the needs of this post-war period." The increase of 25 per cent. seems to the New York *Journal of Commerce* "extremely modest in view of the enormous expansion that has occurred during the last half century in the volume of dealings in securities." According to New York *Times* statistics, 138,312,266 shares of stock and $578,359,230 face value of bonds changed hands in 1900, while last year the number of shares dealt in was 920,550,032, and bond

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## INVESTMENTS AND FINANCE
*Continued*

transactions totaled $2,939,627,750. We are reminded by the same newspaper that last year Stock Exchange seats sold as low as $290,000. The growth of the Stock Exchange business is found by *The Journal of Commerce* to be traceable to many causes:

> First there has been a normal gain in wealth and population, added to which are changes in the character of business organizations that have led to an expansion in the volume of stock and bond issues out of all proportion to the growth in material possessions. Upon these long-time causes of increase in exchange business there has been lately superimposed a great volume of speculative activity assignable to credit inflation and other probably temporary influences. Thus a combination of perennial and ephemeral factors has worked to produce an increase during two successive years of about 33 per cent. in the volume of sales transacted on the exchange.
>
> No one expects that this breakneck pace of expansion will continue forever. However, an increase in exchange membership is desirable to take care of the normal growth in security dealings, and to aid the distribution of corporate shares among the many millions of small investors who have become important factors in the market for securities.

---

## STOCK-MARKET ARISTOCRATS

ANY stock selling at over $200 a share ought to class among the aristocrats on the market, and just now, observes a writer in *The Wall Street Journal*, more stocks are selling in that class than at any time since the Stock Exchange started business. It seems that there are 608 stocks which are selling or have sold above $200 a share in the last fifty years. As we are reminded:

> The highest price on record was reached by Texas Pacific Land Trust certificates which sold at $3,560, June 7, 1927. But this sale was not reported on the Stock Exchange tape.
>
> From 1876 to 1889 inclusive there was only one industrial stock, Pennsylvania Coal, that had the distinction of selling above $200 a share. In 1876 it sold at $275, and by 1900 it had advanced to $740 a share. In 1879 one railroad, New York Elevated, crossed the $200 mark.
>
> On October 10, 1922, Atlantic Refining sold at $1,575 a share. In the panic of May 9, 1901, Northern Pacific reached $1,000 a share.
>
> In 1928 there were seven railroad stocks selling between $200 and $300 a share, two between $300 and $400 a share, one between $400 and $500 a share, and one at $1,600 a share. The last named was Michigan Central.
>
> In 1928, thirty-seven industrial stocks sold between $200 and $300 a share, nine between $300 and $400 a share, three between $400 and $500 a share, and two between $500 and $600 a share.
>
> Last year twelve bank stocks sold between $500 and $1,500 a share.

The following table in *The Wall Street*

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**Increased 230%**
**While those of**
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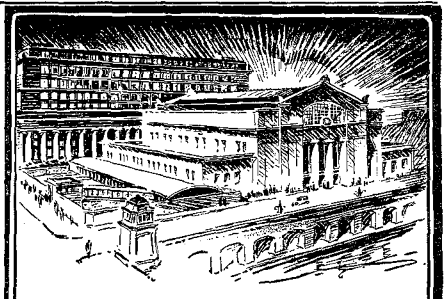

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*Journal* gives the number of railroad, industrial, bank and insurance stocks that have sold between $200 and $3,600 a share from 1876 to 1928 inclusive:

| | *Rails* | *Industrial* | *Bank and Insurance* | *Total* |
|---|---|---|---|---|
| $3,600 | .. | 1 | .. | 1 |
| 1,600 | 1 | .. | .. | 1 |
| 1,500 | .. | 2 | .. | 2 |
| 1,400 | .. | .. | 1 | 1 |
| 1,300 | .. | .. | 1 | 1 |
| 1,200 | .. | .. | 1 | 1 |
| 1,100 | .. | .. | 1 | 1 |
| 1,000 | 1 | .. | .. | 1 |
| 900 | .. | .. | 2 | 2 |
| 800 | 1 | 3 | 2 | 6 |
| 700 | 1 | 1 | 3 | 5 |
| 600 | 2 | 5 | 6 | 13 |
| 500 | 7 | 7 | 4 | 18 |
| 400 | 14 | 13 | 2 | 29 |
| 300 | 35 | 53 | 6 | 94 |
| 200 | 172 | 252 | 8 | 432 |
| Total | 234 | 337 | 37 | 608 |

## THE CAMPAIGN FOR RURAL CLEARING HOUSES

IF the American Bankers Association is able to establish through the country a large number of regional clearing-house districts among country banks, as it has now organized itself to do, it will, in the opinion of the Chicago *Journal of Commerce*, have recorded in 1929 the most important year of accomplishment in its existence. Banks have been failing in recent years, continues the Chicago daily, "because there are too many banks, too many incompetent bankers, and because official bank examination is entirely inadequate." For these evils politics is held responsible. Bankers can not wait for a political cure, but—

> Bankers can organize their own clearing-house associations, eliminate the incompetent and dishonest from membership, bring pressure to bear to obtain honest and competent bank examiners, eliminate ruinous competition, and eventually mutually examine and guarantee themselves to each other.
>
> Unless bankers in every community take an interest in this matter soon, banking will be a political issue. The results of such an eventuality would be disastrous to banking and to the public, and we would be years recovering from it.

In announcing the new plan, President Craig B. Hazelwood of the American Bankers Association says:

> The banking profession, which has more vital interest in cooperation than almost any other group, may well consider the broad application of the regional clearing-house principle, which has been called the chief line of defense against bad banking practises. The underlying principles of the city clearing house are applicable to country districts wherever there is a group of banks with common interests.
>
> There would be a gain in public confidence and an opportunity for better and more profitable operation. The clearing-house plan is a practical proved agency for cooperation.

The idea, we read in a New York dispatch to the Chicago *Journal of Commerce*, "is described as the adaptation of clearing-house methods to rural districts through organization of all banks in regional

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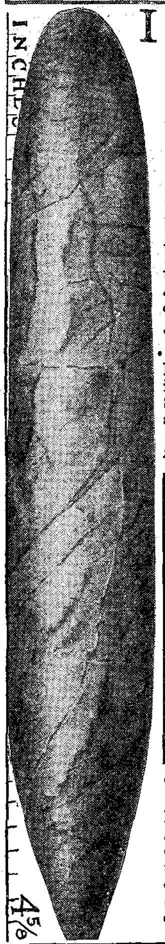

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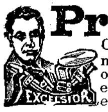

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## INVESTMENTS AND FINANCE
*Continued*

groups of from fifty to one hundred in an association." It is pointed out that—

> The regional plan differs from the practise of many city associations in that instead of employing its own clearing house examiners, it arranges with the State banking department to assign a resident examiner to the district on a permanent basis, and the association undertakes to cooperate with him.

It is not an absolutely new idea which the American Bankers Association is pushing. It seems that the basic model of the plan is the First Nebraska Regional Clearing House Association organized by the town of Fremont. Its widest application at present is in Missouri, where the State Commissioner of Finance is taking steps to divide the State into clearing-house districts with about one hundred banks in each. "The movement to establish regional clearing houses is also under active promotion by bankers in Illinois, Indiana, Minnesota, Iowa, and several other States, with the cooperation of State banking authorities."

### THE SCANDINAVIAN MONETARY UNION COMES BACK

A GOOD word for the speculator comes from the New York *Journal of Commerce* as it reflects on the announcement that the pre-war Scandinavian Monetary Union is to be renewed in modified form. For it was the speculators in foreign exchange who helped to push up the values of depreciated Danish and Norwegian currency units to a point where they were so nearly on a level with the Swedish units that the reestablishment of parity was comparatively simple. The Scandinavian development, it is remarked, "affords a happy contrast to the fate of the Latin Monetary Union, whose members, with the sole exception of Switzerland, have reverted to the gold standard with currency units widely diverging from prewar parity and from one another. The heterogeneity of European post-war systems is, in fact, so extreme that the prospects for an eventual reconstruction of the Latin Union seem very remote, if not altogether hopeless." But at one time the chances for a renewal of the Scandinavian Monetary Union—including Sweden, Norway, and Denmark—would have appeared quite beyond the bounds of possibility. As the New York daily tells the story:

> Had it not been for the unsolicited and unwelcome assistance of the speculative fraternity, whose operations in exchange facilitated the steady rise in the external values of the Danish and Norwegian currency units, the recently concluded agreement would not have been possible. Less than four years ago the Norwegian crown was at a discount of nearly 50 per cent. in

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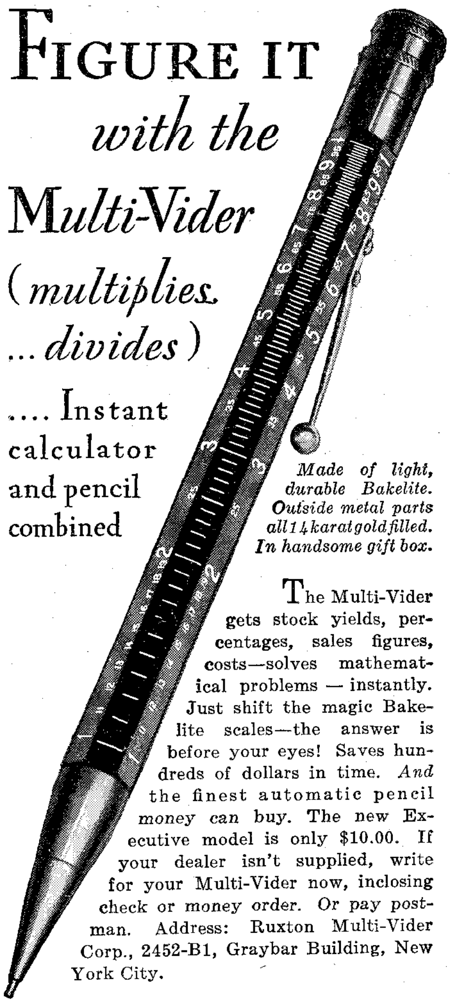

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terms of the Swedish currency, while the Danish crown was similarly depreciated to the extent of about 40 per cent.

The severe deflation which accompanied the whirlwind restoration of these depreciated currencies to their pre-war gold parities months ago caused wide-spread business depression with concomitant manifestations of strikes, unemployment, and prolonged labor disturbances. Neither Norway nor Denmark would have undergone voluntarily the sacrifices that have in so brief a time brought their currencies back to par. Both countries learned too late, however, that once the public is convinced that a responsible Government contemplates eventual restoration of its monetary unit, speculative buying for the rise will inevitably accelerate the process.

It is possible that Norway and Denmark may have paid too high a price for their present advantages, but, retrospectively viewed, the accident that has enabled at least one monetary union to survive the wreck of war appears to be a matter for congratulation. It means that in the future the gold coins of the three Scandinavian countries concerned will be freely interchangeable. As yet no arrangements have been made for interchange of token coins or for mutual redemption of notes. But in course of time, no doubt, this too will be achieved de facto, if not as the result of formal agreement.

---

## TO FUND LIVING COSTS BY INVESTING

NOWADAYS if the consumer thinks that the gas company, or the telephone company, is making too much money at his expense, he can very easily turn right around and balance this, at least in part, by making himself a participator in the profits. This is the argument set forth by Merryle Stanley Rukeyser in his column on the financial page of the New York *American*. It is increasingly possible, he points out, "for consumers to provide for their ordinary living expenditures by purchases of shares of the industrial corporations that they patronize." For example:

> The dividends on nine shares of American Telephone & Telegraph stock will pay for a private telephone in New York. Sixteen shares of Consolidated Gas Company of New York will produce enough income to pay the gas and electric bills of the average family, figuring them at about $48 a year. Thirteen shares of New York Central stock will in one year pay for a round-trip fare to Chicago on the Twentieth Century, including Pullman fare. These examples could be multiplied indefinitely, as the makers of ships, and shoes, and sealing-wax have listed their shares on the principal stock exchanges and invited the public into partnership.
>
> If the trend of business is in the direction of bigger business units, the average man at least has an opportunity to get aboard. Should the outsider think that General Motors, for example, is piling up profits at too rapid a rate, he can, if he chooses, participate in the profit-taking. Formerly, when business was owned exclusively by a small clique of wealthy capitalists, all the outsiders could do would be to make faces and vent their spleen.
>
> The opportunity to buy ownership shares in companies which he patronizes enables the consumer to fund the cost of living. Of course, the public-utility companies have made an intensive effort to turn

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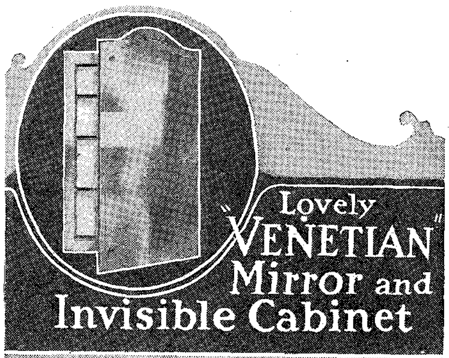

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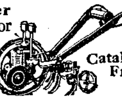

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## INVESTMENTS AND FINANCE
*Continued*

customers into owners. Of course, the investor can divorce his interests as a consumer from his activities as an investor, if he finds better opportunities in doing so, altho the trend seems to be the other way. The buyer of lip-sticks, fur coats, and ice-boxes can, if he chooses, get his dividends from steel, copper, and rubber companies, instead of from makers of products which he and his family consumes.

This writer adds that "in their relations with the newer stockholders, wide-awake corporate presidents seek to make human contacts, and to break down the older prejudice that corporations were austere and soulless":

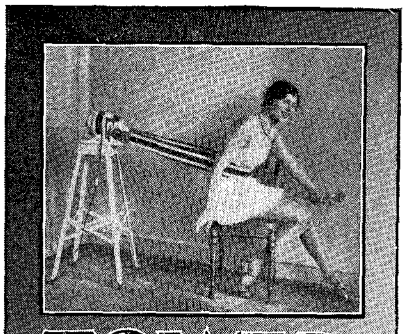
> An elderly woman who had been collecting dividend checks from the Pennsylvania Railroad for forty years was recently advised by a bond salesman to sell her stock, taking a profit, and reinvesting in bonds which he was touting. "No," she said, "the Pennsylvania people have been so kind in sending me dividends regularly that I would hate to do anything to offend them."
>
> Most large corporations now send letters of welcome to new stockholders even if they buy only one share. Some send descriptions of the property.

---

### BUYING STOCKS ON A DECLINING MARKET

THE recent sharp reaction in the stock market gives point to a little discussion of the technique of buying on a declining market, offered by George T. Hughes, in one of his Consolidated Press dispatches. Sometimes the reaction which is bound to come sooner or later after any prolonged upward movement is sharp and severe; sometimes it is simply a gradual sagging off of prices. But however that may be, the investor—Mr. Hughes is not talking about margin speculators—is always tempted to buy too soon:

> He makes the mistake of comparing prices on the day he makes his purchase with the highs of the movement. It seems to him that because certain issues are down ten, twenty, thirty or even more points from the top that they must be bargains.
>
> From the standpoint of value he may be correct, altho even there the standard of measurement is not the amount of reaction from the height of an extravagant speculation for the rise. From the standpoint of market procedure he is almost certain to be wrong. Just as stocks always go too high on the way up, they go too low on the way down. The time for making investment purchases in a market which is undergoing a corrective reaction is after the days of rapid decline, large volume and forced selling have passed and the market has settled down to a routine affair. It almost always does this before any substantial rise is resumed.
>
> Then is the time to buy, and even then there is no hurry about it. When the speculative fever has subsided it is possible to take a calm view of the situation, to appraise earnings and financial position.



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# CURRENT ▾ EVENTS

## FOREIGN

February 13.—The High Council of the Salvation Army elects Edward J. Higgins, of England, Chief of Staff, as Commander-in-Chief, succeeding Gen. Bramwell Booth, deposed the second time, on the ground that he is physically unfit.

Leon Trotzky, former head of the Soviet Russian Red Army, arrives in Constantinople, and is taken to the Soviet Consulate as a State prisoner.

February 14.—Extremely cold weather in Europe has caused the death of 300 people, it is estimated, and brought want to many communities. Vienna begins rationing coal and food.

The Canadian Senate confirms the convention and protocol for the preservation of Niagara Falls.

February 15.—Thirty villages in Jugoslavia are reported buried under snowfall; water traffic in Belgium is partially paralyzed by ice; Berlin closes its schools for ten days to save coal, and in France the river Seine is choked with ice.

The British Foreign Office announces that it will not be able again to take up the question of naval limitation for some time.

Ten trains are reported snowbound and lost in Bosnia; the Roumanian Government dispatches 5,000 freight-cars loaded with foodstuffs for starving Bessarabians, and Belgium reports fifty people dead as a result of the abnormal cold weather.

February 17.—Maxim Litvinoff, Assistant Peoples' Commissar of Foreign Affairs of the Soviet Union, announces that Russia seeks to stabilize her relations with all adjoining countries, and is prepared to enter into a non-aggressive pact with Poland.

February 18.—The Spanish Government ratifies the adherence of Spain to the Briand-Kellogg pact for renunciation of war.

## DOMESTIC

February 13.—The Department of Justice is asked by the House Judiciary Committee to investigate and report on the official conduct of Federal Judge Francis A. Winslow, sitting in New York, in connection with bankruptcy cases.

President Coolidge signs the House resolution authorizing the construction of fifteen cruisers and one airplane carrier.

President Coolidge recommends to Congress that a second White House be established at Mount Weather, Virginia, on land already owned by the United States and used by the Weather Bureau.

February 14.—The United States Shipping Board sells the United States and American Merchant Lines, comprising eleven fast passenger ships, including the *Leviathan*, to P. W. Chapman and Company, Inc., New York, for $16,082,000, plus an additional sum of $218,000 for leaseholds on offices and terminal facilities.

Seven Moran-O'Banion gangsters are lined up against the wall in a garage on North Clark Street, Chicago, and shot to death by four men.

Dr. James Rowland Angell, President of Yale, announces that the University has received donations representing $7,500,000 capital to establish an Institute of Human Relations, an educational innovation based on the belief that the living human body and human mind are interdependent entities, and should be so studied.

President Coolidge nominates Finis Garrett, of Tennessee, retiring Democratic leader of the House, and Irvine L. Lenroot, former Republican Senator from Wisconsin, to be Associate Justices on the Court of Customs Appeals, and Henry H. Glassie, former Democratic member of the Tariff Commission, to be a member of the Supreme Court of the District of Columbia.

February 15.—Melville E. Stone, counselor of the Associated Press since his retirement as General Manager in 1921, after twenty-eight years as its directing head, dies at his home in New York. He was eighty.

The Senate Appropriations Committee reports favorably on the appropriation to begin immediately the construction of the fifteen cruisers and one airplane carrier authorized by law.

Sir Esme Howard, British Ambassador, states that now the fifteen-cruiser bill has become a law, an effort will probably be made before long for another parley among the principal nations for naval disarmament.

The House passes the Box bill requiring native Canadians not included in the regular immigration quota to submit to examination and obtain visas, the effect of which will be to bar Canadians from American employment.

February 16.—Statistics compiled by *The Railway Age* show that the number of passengers, 788,000,000, carried by the railroads in 1928 was the smallest of any year since 1905.

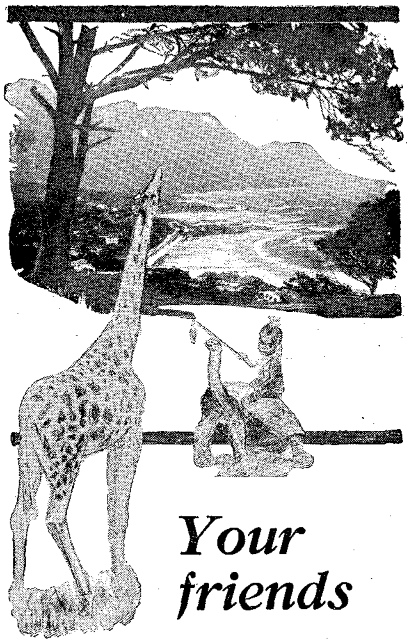
The House passes the Johnson bill for the deportation of criminal aliens, including a modified amendment applying to violators of the Prohibition laws.

February 17.—Secretary of State Kellogg announces the conclusion of an informal agreement among the United States and thirteen other nations for closer cooperation among government officials charged with combating traffic in narcotic drugs.

February 18.—Senator James A. Reed, Democrat, of Missouri, and Senator William E. Borah, Republican, of Idaho, debate the question of Prohibition, the former characterizing the Prohibition law as a "hideous crime," and Senator Borah pleading for enforcement of Prohibition as a bulwark of virtue against vice.

The Senate confirms the nomination of Representative Finis J. Garrett, of Tennessee, to be a judge of the United States Court of Customs Appeals.

The Supreme Court of the United States renders a decision upholding the income tax on gift shares of stock which have increased in value since the time of their purchase by the donor.



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**Closing Out.**—One Billie and four Nanny goats, two babies for sale cheap.—*Ad in the Houston Chronicle.*

**Happy Coincidence.**—Maid—"The lady can't see you; she's in her bath."

Agent—"Oh, that's all right; I'm selling soap."—*Life.*

**The Tighter the Better.**—Flour to make a stiff batter, drop in brother and cook 15 minutes with a tight cover.—*From a household hint in the Charleston Gazette.*

**Cock-a-doodle-doo!**—4 hens, 1 rooster, thoroughbred Partridge Wyandottes; all laying. —*Raleigh News and Observer.*

**Substantial Meal.**—The President-elect had as his breakfast, Dr. Hubert Work, Chairman of the Republican National Committee.—*Virginian-Pilot.*

**Sore Subject.**—Mr. Hoover discust the dam question with Chairman Smith, of the house irritation and reclamation committee.— *Los Angeles Evening Herald.*

**Building a Real Sky-scraper?** —Fred Magnussen, well-known architect, breaks his arm when he falls on the stars.—"*One Year Ago Today" item in a Coos Bay (Ore.) paper.*

**Hay-Maker.**—Mrs. Jones— "I saw your husband at the masquerade ball chasing after a hula-hula dancer in a grass skirt."

Mrs. Brown—"Why, the old rake!"—*Life.*

**May He Follow in Father's Footsteps!**—For Sale. — High-grade Jersey bull eleven months old. Comes from sire with record of 425 lbs. butterfat per year.—*Minnesota paper.*

**Stork's Mistake?**—The child was born in Herman Kiefer Hospital while the mother was an inmate of the House of Correction. —*Detroit Times.*

**Wake Up, Mr. Mellon!**—

COOLIDGE HOPES TO
LEAVE WHITE HOUSE
WITH U. S. SURPLUS

—*Los Angeles Evening Herald.*

**Rainbow Gleam.**—Wife (during quarrel)—"You're becoming absolutely unbearable. It will soon be impossible to live with you."

Hub (hopefully)—"How soon?"—*Boston Transcript.*

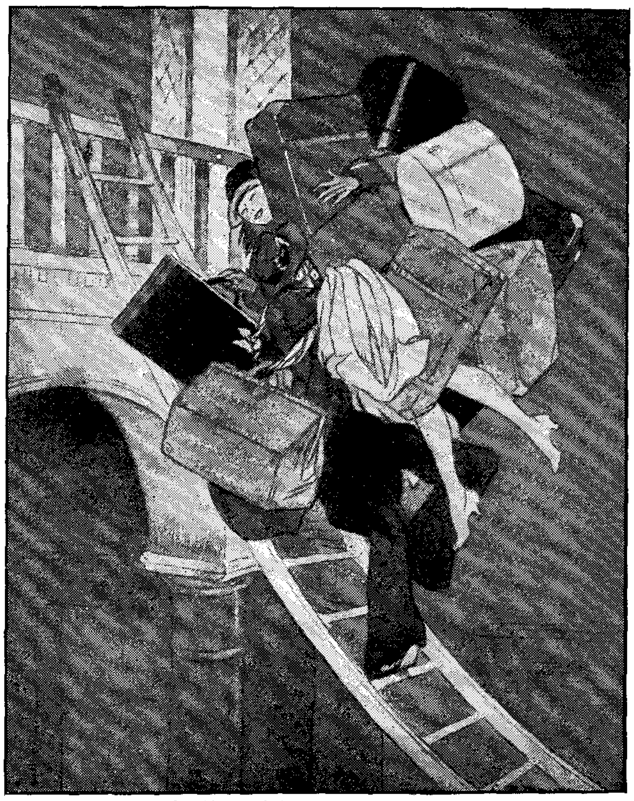
**Little Breadwinner.**—Infant—"Baby wants a new pair of shoes."

Mother—"Oh, baby does, does she? Well, baby'd better come across with some bright sayings that'll sell, or baby'll go barefoot."—*College Humor.*

**Let Truth Prevail.**—For Sale.—Laying mash for lying hens.—*Ad in a Wheatland (Wyo.) paper.*

**Common Occurrence.**—The ceremony will close with the sinking of "The Star Spangled Banner."—*New York Times.*

**Piquant Dish.**—Usually vegetables and bits of meat are left in the broth which is slightly thickened by rice, barley, or needles.—*Los Angeles paper.*



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Fair Eloper: "Darling, papa says he's coming to live with us."

—*Life.*

**Suspicious Character.**—Customer—"I want to pay cash for this car."

Salesman—"Yes, sir. But it's so unusual that I'm afraid you'll have to give us a reference or two."—*Life.*

**Where's That Robot?**—Wanted—Mechanical Man for all-around work; must be American; steady position. Broadway Machinery Company.—*Ad in the New York Times, according to the Macon (Ga.) Telegraph.*

**Found His Little Boss.**—

A little love, a little hate,
And that was life;
A little hanging on the gate
And then a wife.

—*Florida Times-Union.*

**Practical Optimist.**—Bride—"My husband had a hope chest, too, before we were married."

Neighbor—"For mercy sakes! What was in it?"

Bride — "A bushel of socks—he hoped some one would darn 'em."—*Montreal Star.*

**Dolled Up.**—Young Man—To travel in city and vicinity in ladies' wear.—*Ad in the Quebec Chronicle-Telegraph.*

**Sex Problem.**—"I wonder why they say 'Amen' and not 'Awomen,' Bobby."

"Because they sing hymns and not hers, stupid."—*Boston Transcript.*

**In Sunny Hula-Hula Land.**—Colorful square kerchiefs of chiffon or fine silk are now being sold for evening gowns as much as sports wear.—*Honolulu Star-Bulletin.*

**Attractive Bargain.**—

FIRST LADY SHEETS
Heavy close women, soft finish and well made, $1.69.—*Ad in an Altoona (Pa.) paper.*

**The Lads with a Punch.**—When the meek inherit the earth it is going to be worth walking across town to see the unmeek take it away from them. —*Macon Telegraph.*

**Quien Sabe?**—The musical adaptation of Victor Hugo's "Le Roi's Amdse," known as Hugo's "Le Roi's Amuse," known as Verdi, will be presented over WOR.—*New York Evening Post.*

**Frenzied Finance.**—Smith— "Are you getting a new car this year?"

Jones—"Yes. That is, as soon as I've paid for the one that I had before the one I've got now."—*Life.*

**And Now It's All as Clear as Mud.**—Nature and nature's laws lay hid in night; God said, "Let Newton be!" and all was light. [Alexander Pope].

It did not last; the Devil howling "Ho! Let Einstein be," restored the status quo. [J. C. Squire]. —*Boston Transcript.*

**Timely Discipline.** — Grandmother — "Well, dear, have you done your good deed to-day?"

Boy Scout—"Yes—I've taught Cousin Lucy not to poke her tongue out at Boy Scouts!"—*London Passing Show.*

**Solving a Traffic Problem.**—

Oh, bury him deep
In some shady bower—
He drives in the middle
At ten miles an hour.

—*Buffalo Evening News.*

**In Lullaby Land.**—The following preciously preserved extract from a love-letter written home to his wife by a soldier on active service will evoke tender memories in thousands of former service men:

"Don't send me no more nagging letters, Lettie. They don't do no good. I'm three thousand miles away from home, and I want to enjoy this war in peace."—*Christian Science Monitor.*